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# THE NEWS LETTER

OF THE

## BUREAU OF PUBLIC ROADS

VOL. 3, NO. 6

APRIL, 1928

A. C. ROSE, EDITOR

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## THE WORK OF THE BUREAU FOR THE NATIONAL PARK SERVICE

EXTRACT FROM AN ADDRESS MADE BY DR. HEWES AT THE ANNUAL CONFERENCE OF THE PARK SUPERINTENDENTS OF THE NATIONAL PARK SERVICE HELD IN SAN FRANCISCO, CALIF. ON FEBRUARY 16, 1928.

(NOT FOR RELEASE)

THE WORK OF THE BUREAU FOR THE NATIONAL PARK SERVICE PROPERLY BEGINS WITH THE SURVEY, BY CAPTAIN KITTREDGE, OF THE TRANSMOUNTAIN HIGHWAY IN GLACIER PARK IN THE FALL OF 1924. THE CONTRACT FOR THIS WORK WAS AWARDED IN JUNE, 1925, AND THE WORK IS NOW 90 PER CENT COMPLETE. SINCE THEN THE BUREAU HAS SURVEYED 52 ADDITIONAL PROJECTS IN THE NATIONAL PARKS IN THE WEST, AT A COST OF \$356,969. THIS IS AT THE RATE OF APPROXIMATELY \$426 PER MILE FOR FINISHED PLANS FOR 838 MILES, BUT THIS FIGURE INCLUDES 491 MILES ON WHICH PLANS AND ESTIMATES WERE ONLY 74 PER CENT COMPLETE ON THE FIRST OF THE YEAR BUT WITH ESTIMATED COMPLETE COSTS.

THE BUREAU HAS HANDLED CONSTRUCTION IN THE NATIONAL PARKS ON 61 PROJECTS. WORK ALREADY BEGUN BY THE PARK SERVICE WAS COMPLETED ON 90.7 MILES, AND WORK IS NOW UNDER WAY ON AN ADDITIONAL 157.3 MILES, MAKING A TOTAL OF 248 MILES OF CONSTRUCTION. THE COST OF THIS CONSTRUCTION WORK, INCLUDING ENGINEERING, IS ESTIMATED AT \$7,470,443, WHICH FIGURE INCLUDES \$581,388 EXPENDED BY THE PARK SERVICE AND ALSO THE ESTIMATED AMOUNT NECESSARY TO COMPLETE THE GOING PROJECTS. THIS CONSTRUCTION IS THUS AT AN AVERAGE COST OF \$30,122 PER MILE. OUR ESTIMATED RESIDENT ENGINEERING TO DATE IS ABOUT 5.7 PER CENT OF THE TOTAL COST AND THE INDICATIONS ARE THAT THIS RATE IS STABILIZED. FOR COMPARISON, OUR ENGINEERING COSTS ON FOREST HIGHWAYS UP TO THE FIRST OF THIS YEAR HAVE BEEN 7.1 PER CENT OF THE TOTAL COST. THE CONSTRUCTION IN THE FORESTS HAS NOT AVERAGED AS HEAVY AS IN THE PARKS AND THIS ACCOUNTS FOR THE SLIGHTLY INCREASED PERCENTAGE OF ENGINEERING. FOR SURVEYS IN THE NATIONAL FORESTS WE HAVE AVERAGED 2.4 PER CENT OF THE TOTAL COSTS, AND OUR ADMINISTRATIVE EXPENSE HAS AVERAGED 2.7 PER CENT. THESE FIGURES ARE FOR A TOTAL OF APPROXIMATELY FIFTY MILLION DOLLARS WORTH OF FOREST HIGHWAYS. THAT IN BRIEF IS THE REPORT OF WORK DONE TO DATE IN THE NATIONAL PARKS.

DURING THE PAST FALL, BY AN ARRANGEMENT APPROVED BY THE SECRETARY OF THE INTERIOR, WE MADE AN INSPECTION OF ABOUT 92 MILES OF PARK HIGHWAYS WHICH IT IS EXPECTED TO LET TO CONTRACT WITHIN THE NEXT 90 DAYS. THIS MILEAGE IS DISTRIBUTED IN 16 PROJECTS AND



THE ESTIMATE OF CONSTRUCTION IS APPROXIMATELY \$4,000,000. PLANS FOR THESE PROJECTS ARE NOW ABOUT READY.

BUT THE ABOVE FIGURES DO NOT TELL THE ENTIRE STORY OF HIGHWAY TRANSPORTATION AS AFFECTING THE NATIONAL PARKS. WITHIN A ZONE FOR THE MOST PART NOT EXCEEDING FIFTY MILES FROM THE WESTERN NATIONAL PARKS, THERE HAVE BEEN CONSTRUCTED BY THE BUREAU FOREST HIGHWAYS LEADING THERETO, TOTALLING 641 MILES, AT A COST OF ABOUT \$7,700,000, AND THERE IS PROJECTED FOR THE 1928 SEASON APPROXIMATELY \$355,000 FOR ADDITIONAL APPROACH HIGHWAYS.

ON THE FEDERAL-AID HIGHWAY SYSTEM THERE HAS ALSO BEEN AN IMPRESSIVE EXPENDITURE FOR HIGHWAYS IN A CORRESPONDING ZONE SURROUNDING THE NATIONAL PARKS. THE TOTAL MILEAGE OF FEDERAL-AID DIRECT-APPROACH PROJECTS IS 478, AND THE TOTAL COST \$8,807,967, OF WHICH FEDERAL FUNDS ARE \$5,374,284. THE AMOUNT BUDGETED FOR THIS YEAR (1928) FOR SUCH DIRECT-APPROACH FEDERAL-AID ROADS IS \$1,799,000. THUS THE TOTAL HIGHWAY CONSTRUCTION FINISHED OR GOING ON AND BENEFITING DIRECTLY THE NATIONAL PARKS AND INVOLVING FEDERAL FUNDS AND SUPERVISION, AMOUNTS TO \$20,539,673, WITH \$6,154,000 ADDITIONAL PROGRAMMED FOR THIS YEAR - A GRAND TOTAL OF \$26,693,673 DIRECTLY TO THE ADVANTAGE OF PARK TRAFFIC.





UNITED STATES DEPARTMENT OF AGRICULTURE  
BUREAU OF PUBLIC ROADS

STATUS OF CURRENT FEDERAL-AID ROAD WORK

FOR THE FISCAL YEAR ENDING JUNE 30, 1928

AS OF MARCH 31, 1928

STATES	BALANCE OF FEDERAL-AID FUND AVAILABLE FOR NEW PROJECTS		* UNDER CONSTRUCTION			AMOUNT PAID DURING FISCAL YEAR		COMPLETED AND PAID DURING FISCAL YEAR			AGREEMENTS NOW IN FORCE			P. S. & E. RECOMMENDED FOR APPROVAL BY DISTRICT ENGINEER			STATES	
			FEDERAL AID		MILEAGE						FEDERAL AID		MILEAGE					
			ORIGINAL	STAGE	ORIGINAL	STAGE	ORIGINAL	STAGE	ORIGINAL	ORIGINAL	STAGE	ORIGINAL	STAGE	ORIGINAL	STAGE			
Alabama	3,962,319.77	4,811,329.02	605.3	57.8	35.1	222,863.69	108.9	712,525.68	108.9	3,910,128.74	407.4	26.5	1,224,053.97	133.0	31.2	Alabama		
Arizona	2,987,271.70	2,827,674.26	86.1	4.4	56,152.86	56,152.86	15.7	461,055.92	15.7	844,939.70	86.1	4.4	40,898.41	0.3		Arizona		
Arkansas	2,001,350.55	2,109,648.77	155.1	15.1	358,330.06	26.0	315,759.55	32,922.87	18.4	1,976,369.14	222.2	48.9	530,609.69	48.9		Arkansas		
California	4,321,635.69	3,582,214.87	155.1	6.2	155,078.73	9.3	2,015,600.28	2,015,600.28	103.1	3,240,785.13	144.5	6.2	498,508.47	20.9	2.0	California		
Colorado	3,384,155.78	3,098,689.84	235.8	12.0	207,335.84	18.0	1,055,542.96	461,241.53	63.8	3,063,976.48	234.5	12.0	247,060.30	19.3		Colorado		
Connecticut	605,113.62	1,353,375.63	57.4		190,451.17	11.8	339,385.23	677,628.04	35.4	1,471,694.05	53.9		92,142.76	5.3		Connecticut		
Delaware	241,409.97	209,508.50	11.3	3.9	104,568.27	8.0	303,860.84	303,860.84	34.1	189,191.47	11.3	2.1	125,283.30	8.0	1.8	Delaware		
Florida	1,359,366.77	2,484,574.58	182.7	5.4	371,782.12	27.8	1,033,616.41	2,026,119.95	83.4	2,208,177.02	126.3	37.5	684,149.65	54.2	5.4	Florida		
Georgia	1,184,572.96	2,380,582.20	200.8	52.5	486,312.12	42.3	1,184,572.96	3,329,437.32	235.0	1,970,815.55	156.9	31.0	895,078.77	88.2	26.8	Georgia		
Idaho	653,551.13	1,314,285.44	151.7	82.4	323,950.12	16.0	1,050,478.15	1,050,478.15	114.3	913,213.02	110.7	37.0	725,002.54	57.0	46.2	Idaho		
Illinois	1,062,988.02	1,243,769.67	498.6	2.3	1,330,932.31	207.5	2,335,231.55	912,725.80	67.9	6,713,648.58	474.4		3,661,053.00	231.7	2.3	Illinois		
Indiana	375,555.63	3,358,765.92	189.6		1,453,931.63	102.3	1,837,075.41	2,271,587.84	166.7	5,975,115.72	386.2		1,383,221.33	94.3	3.5	Indiana		
Iowa	2,175,232.62	4,309,046.52	538.5	157.2	1,455,053.09	4.5	2,542,859.94	3,191,018.55	393.4	4,514,231.69	238.5	192.7	989,004.43	20.5	79.0	Iowa		
Kansas	1,275,815.44	3,922,390.70	349.6	7.1	178,581.72	23.5	2,093,236.81	1,284,212.39	122.6	3,754,289.35	345.5	42.4	226,773.07	26.6		Kansas		
Kentucky	372,776.58	2,709,183.03	196.0	7.5	531,344.70	51.9	587,034.17	537,801.48	48.5	2,485,763.90	178.5	7.5	753,764.93	68.3		Kentucky		
Louisiana	1,737,903.13	453,994.44	33.9		43,956.00	5.5	469,884.26	732,746.76	61.7	497,950.44	39.5		753,764.93	68.3		Louisiana		
Maine	629,573.28	2,097,701.70	130.5		31,500.00	2.1	158,264.74	158,264.74	71.2	310,176.05	33.4		47,200.00			Maine		
Massachusetts	2,583,239.41	4,712,891.31	273.1	3.5	1,807,202.00	103.6	2,084,404.17	2,524,420.04	192.9	2,330,595.01	125.5	3.5	88,506.59	6.1		Massachusetts		
Michigan	1,285,653.66	1,203,100.00	216.7	3.9	1,037,000.00	124.7	1,978,203.16	2,201,388.90	248.7	3,860,237.81	234.8	3.5	2,659,655.50	141.9	6.5	Michigan		
Minnesota	1,079,823.92	2,557,145.37	285.5	16.8	471,348.54	43.8	1,510,814.63	1,623,013.55	166.8	2,252,336.54	246.7	16.8	876,157.37	53.6		Minnesota		
Mississippi	2,415,892.61	2,337,541.91	206.3	22.7	670,397.18	58.9	2,289,008.18	2,091,099.82	169.2	2,754,779.01	210.1	22.7	653,160.08	55.1	12.9	Mississippi		
Montana	4,982,254.96	2,807,171.20	319.6	4.2	1,020,333.46	189.2	1,391,595.42	421,911.70	67.9	3,281,179.01	441.2	4.2	546,375.61	65.6	1.3	Montana		
Nebraska	1,936,398.97	5,886,655.43	1,038.7	400.4	154,167.91	30.7	2,219,045.32	2,688,847.30	576.8	5,269,060.90	1,050.6	421.5	192,662.44	16.8	13.8	Nebraska		
Nevada	887,763.46	1,524,773.83	196.8	27.3	146,534.92	15.8	673,862.74	583,479.11	78.1	1,396,036.96	169.4	29.0	275,271.79	42.2	16.3	Nevada		
New Hampshire	313,195.18	352,772.73	22.0		63,607.96	1.8	315,972.87	372,238.38	27.8	376,057.73	23.6		60,312.66	0.2		New Hampshire		
New Jersey	757,912.00	797,536.62	62.2		177,210.00	13.5	1,109,130.00	1,109,130.00	74.0	797,536.62	52.2		177,210.00	13.5		New Jersey		
New Mexico	2,160,449.49	2,655,180.28	181.3		102,888.80	12.9	1,190,006.06	882,413.37	99.9	2,090,117.93	175.2		277,331.15	19.0		New Mexico		
New York	6,679,507.47	9,370,281.46	584.3		1,307,774.50	85.9	3,860,990.84	2,710,153.93	174.7	10,541,713.95	659.9	8.5	154,950.00	10.3		New York		
North Carolina	1,488,451.93	822,488.18	43.1	24.9	822,488.18	64.4	1,207,140.88	1,431,904.59	112.9	873,448.18	43.1	24.9	833,764.14	64.4	7.4	North Carolina		
North Dakota	1,353,433.43	1,061,165.15	161.5	150.2	1,353,433.43	171.6	1,243,698.75	2,005,029.87	488.9	1,699,156.45	645.6	149.9	550,451.63	77.5	188.2	North Dakota		
Ohio	4,081,176.49	2,099,039.92	181.5	8.8	357,846.24	24.8	1,819,084.74	2,905,029.87	231.3	3,170,193.92	213.3	4.2	887,866.26	97.0	8.8	Ohio		
Oklahoma	1,484,820.55	3,033,684.98	388.1	9.2	246,118.11	8.2	508,984.31	935,763.16	71.6	2,211,931.20	346.9	22.0	292,785.76	68.9	14.0	Oklahoma		
Oregon	1,314,676.32	1,327,846.88	71.2	9.2	2,046,739.98	133.5	2,675,911.67	2,263,430.31	153.1	5,072,770.44	312.2		1,550,980.51	97.5		Oregon		
Pennsylvania	2,813,520.42	4,526,390.97	276.2		2,046,739.98	133.5	2,675,911.67	2,263,430.31	153.1	5,072,770.44	312.2		1,550,980.51	97.5		Pennsylvania		
Rhode Island	644,897.53	369,422.41	24.2		139,825.00	9.2	385,987.48	227,205.00	70.1	489,121.41	30.9		38,835.00	2.6		Rhode Island		
South Carolina	153,714.65	2,859,985.16	253.1	129.1	377,000.00	38.4	805,153.91	1,198,335.39	175.1	2,106,384.41	226.5	96.0	930,601.75	74.0	77.9	South Carolina		
South Dakota	900,294.50	2,588,582.25	629.8	122.4	258,882.37	96.5	885,143.43	1,198,550.24	232.0	1,174,000.00	555.9	154.6	289,273.68	59.2	15.4	South Dakota		
Tennessee	832,337.02	3,128,728.14	210.8	23.8	1,404,251.68	36.1	685,283.63	1,590,594.64	96.3	2,605,194.36	180.1	23.8	1,927,785.43	66.8	84.3	Tennessee		
Texas	1,188,200.60	6,168,325.15	431.3	224.0	1,455,897.46	137.6	3,293,483.30	4,227,105.34	356.8	6,297,506.80	442.0	280.8	1,326,805.81	125.8	61.8	Texas		
Utah	601,204.18	1,077,878.04	133.9	14.5	344,705.72	33.1	986,739.68	1,122,910.11	128.8	1,472,082.27	118.1	14.5	550,501.49	48.9		Utah		
Vermont	351,589.78	446,721.78	28.8		46,140.00	4.4	873,425.91	804,449.43	42.8	445,721.78	28.8		48,140.00	4.4		Vermont		
Virginia	646,424.96	1,531,148.07	77.7	4.0	842,688.64	89.4	824,401.18	824,401.18	51.7	1,529,489.68	77.9	4.0	844,317.13	89.2	6.4	Virginia		
Washington	948,567.73	1,134,600.00	83.6		784,000.00	49.4	427,106.00	1,306,714.32	62.1	1,366,558.94	97.2		744,000.00	42.8	18.1	Washington		
West Virginia	3,142,564.69	2,133,433.43	78.2	4.0	67,899.94	4.4	971,103.42	1,381,360.55	110.6	2,098,567.78	180.5	4.0	713,854.00	55.2	5.1	West Virginia		
Wisconsin	673,194.16	1,322,970.11	217.4	84.2	57,938.07	44.9	2,851,035.32	3,373,834.65	274.0	2,987,375.13	206.2	18.6	88,822.55	12.2		Wisconsin		
Wyoming	1,121,742.78	1,322,970.11	18.8		57,938.07		890,935.27	470,169.33	14.1	1,287,375.13	16.8		60,363.43	3.2		Wyoming		
TOTALS	84,116,119.45	126,488,015.43	11,510.8	1,725.3	28,725,350.11	2,353.5	64,078,747.38	68,299,824.77	6,592.5	122,913,480.45	11,469.0	1,733.9	32,297,885.09	2,385.3	823.4	TOTALS		

\* Indicates projects reported completed (final vouchers not yet paid) loading: Federal aid, \$ 39,351,738.01 Mileage: Original 3,179.9 Stage 807.4



## COST OF CABLE-WAY FOR ZION PARK GRADING CAMP

COMPILED FROM A REPORT SUBMITTED BY P. J. TRONSON  
OF THE DIVISION OF MANAGEMENT

(NOT FOR RELEASE)

BECAUSE THE CONSTRUCTION CAMP, WHICH WAS LOCATED WITHIN EASY WALKING DISTANCE OF THE TUNNEL AND GRADING WORK ON THE ZION NATIONAL PARK PROJECT IN UTAH, WAS INACCESSIBLE TO TRAVEL FROM THE OUTSIDE, IT WAS NECESSARY TO BUILD A CABLE-WAY SHOWN IN THE ACCOMPANYING SKETCH, TO ELEVATE SUPPLIES AND MATERIALS ABOUT 400 FEET UP THE SIDE OF THE CANYON. THE DESCRIPTION AND COSTS OF CONSTRUCTING THE CABLE-WAY, WHICH COVERS A HORIZONTAL DISTANCE OF APPROXIMATELY 800 FEET, FOLLOW:

### DESCRIPTION OF CABLE-WAY

THE TOTAL LENGTH OF THE MAIN 1-1/8-INCH CARRIER CABLE USED IN THE CONSTRUCTION WAS 1,200 FEET. TWO SMALLER CABLES OPERATE THE CARRIER WHICH RUNS ON THE MAIN CARRIER CABLE. A 35-HORSE POWER NOVO STATIONARY ENGINE WITH TWO DRUMS WAS USED TO CONTROL THE OPERATING CABLES. THE HOISTING CABLE CONSISTED OF 1,200 FEET OF 5/8-INCH AND 800 FEET OF 1/2-INCH CABLE, AND THE PULL-BACK CABLE WAS 1,400 FEET IN LENGTH. AT THE UPPER END, THE 1-1/8-INCH MAIN CARRIER CABLE WAS PASSED OVER AN A-FRAME AND ANCHORED TO A LARGE ROCK, AND AT THE BOTTOM IT WAS FASTENED TO A "DEADMAN", FIXED IN THE TOP OF THE CLIFF, ABOUT 75 FEET ABOVE WHERE THE CARRIER WAS LOADED. WHEN THE PULL-BACK CABLE IS RELEASED, THE CARRIER DESCENDS PREPARATORY TO LOADING OR UNLOADING. MATERIALS ARE TRANSPORTED EITHER BY PLACING IN A 3-1/2-FOOT BY 8-FOOT BOX PROVIDED FOR THE PURPOSE, OR BY PICKING THEM UP DIRECTLY WITH THE LIFTING HOOK.

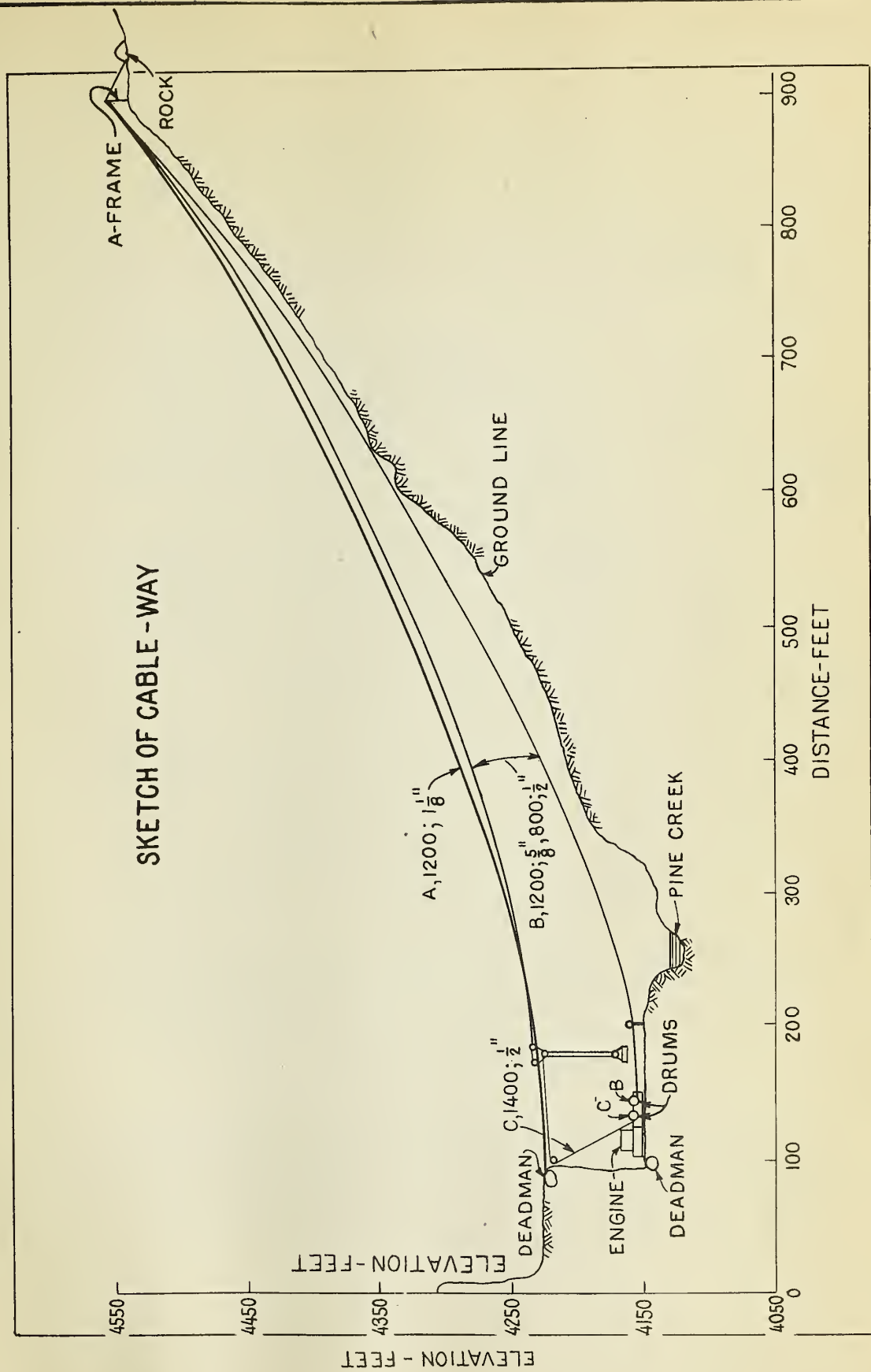
THE METHOD OF CONSTRUCTION CONSISTED IN PULLING THE 5/8-INCH CABLE TO THE TOP BY HAND, PASSING IT OVER THE PULLEY AND BACK TO THE HOISTING ENGINE SO THAT THE LARGE CABLE AND OTHER MATERIALS COULD BE HAULED TO THE TOP BY THE POWER UNIT.

### COST DATA

THE INFORMATION AS TO THE COST OF THE ENGINE, CABLES, AND LABOR WERE OBTAINED FROM THE BOOKS OF THE CONTRACTING COMPANY. THE COSTS OF DISMANTLING AND DEPRECIATION WERE ESTIMATED.

[illegible][illegible]







# COST OF CONSTRUCTION OF CABLE-WAY

## COST OF MATERIALS:

COST OF 35-H.P. NOVO DONKEY ENGINE.....	\$1,200.00	
FREIGHT AND DELIVERY.....	<u>120.00</u>	
SUB-TOTAL		\$1,320.00

## COST OF CABLES:

1,200 LINEAL FEET OF 1-1/8-INCH.....	351.00	
1,200 DO DO DO 5/8-INCH.....	182.00	
2,400 DO DO DO 1/2-INCH.....	268.00	
FREIGHT AND DELIVERY.....	<u>230.00</u>	
SUB-TOTAL		1,031.00

COST OF LUMBER, POLES, ETC., DELIVERED	<u>170.00</u>	
TOTAL COST OF MATERIALS		\$2,521.00

## COST OF LABOR (FOR 5-DAY CONSTRUCTION PERIOD):

1 FOREMAN - 5 DAYS @ \$7.50.....	37.50	
1 CARPENTER - 5 DO @ 5.00.....	25.00	
1 MECHANIC - 5 DO @ 5.00.....	25.00	
4 LABORERS - 5 DO @ 3.50.....	<u>70.00</u>	
TOTAL COST OF LABOR		157.50
TOTAL COST OF CONSTRUCTION....		<u>\$2,678.50</u>

THE COST OF OPERATING THE CABLE-WAY PER DAY WAS \$17.76  
SEGREGATED AS FOLLOWS:

1 DONKEY OPERATOR.....	\$ 5.00
3 LABORERS @ \$3.50.....	10.50
9 GALLONS GASOLINE @ \$0.24	2.16
OIL.....	<u>0.10</u>
TOTAL COST OF ONE DAY'S OPERATION....	\$17.76

THE TIME CONSUMED PER LOAD VARIED FROM 9 TO 20 MINUTES,  
AND THE MAXIMUM WEIGHT CARRIED WAS 1,800 POUNDS. FOR AN AVERAGE  
ROUND TRIP OF THE CARRIER OF 12 MINUTES, THE COST PER LOAD PER  
8-HOUR DAY BASED UPON THE FOREGOING FIGURES WOULD BE

$$\frac{12}{60} \times \$17.76 \times 1/8 = \$0.44$$

THE OVERHEAD COST MAY BE CONSIDERED AS THE TOTAL COST OF  
THE CABLE-WAY IN PLACE, PLUS THE COST OF DISMANTLING, LESS THE  
SALVAGE VALUE OF THE EQUIPMENT AT THE END OF 6 MONTHS OF OPERATION.  
THE COST OF DISMANTLING IS ESTIMATED AT 1/2 THE COST OF THE CON-  
STRUCTION LABOR, AND THE SALVAGE VALUE OF ALL THE EQUIPMENT AT 80  
PER CENT OF THE NEW PRICE OF THE ENGINE AND CABLES, AS FOLLOWS:





$$\text{OVERHEAD PER DAY} = \frac{\$2,678 + \$79 - \$1,600}{180 \text{ DAYS}} = \$6.42$$

$$\text{OVERHEAD PER LOAD} = \frac{\$6.42}{40} = \$0.16$$

$$\text{TOTAL COST PER LOAD} = \$0.44 + \$0.16 = \$0.60$$

#### NECESSARY APPROACHES CONSTITUTE PART OF A BRIDGE

THE ATTITUDE OF THE BUREAU, AS TO WHETHER AN APPROACH SHOULD BE CONSIDERED AS CONSTITUTING A PART OF A BRIDGE; WAS EXPRESSED AFFIRMATIVELY IN ANSWER TO A QUERY MADE BY THE STATE HIGHWAY DEPARTMENT CONCERNING THE STATUS OF A PROPOSED STATE-OWNED TOLL BRIDGE ACROSS THE RED RIVER NEAR FULTON, ARK. IN THIS CASE THE MAIN BRIDGE ACROSS THE RIVER REQUIRED AN EMBANKMENT APPROACH, TOGETHER WITH 4 BRIDGE OPENINGS, EACH OF MORE THAN 20 FEET CLEAR SPAN, WHICH EXTENDED SOUTHWESTWARD FOR A DISTANCE OF 2 MILES ACROSS AN OVERFLOW AREA COVERED ANNUALLY TO AN AVERAGE DEPTH OF 9 FEET WITH FLOOD WATERS FROM THE RED RIVER. THIS LONG APPROACH WAS NECESSARY TO CONNECT THE BRIDGE OVER THE MAIN CHANNEL WITH HIGH GROUND SO THAT IT WOULD BE AVAILABLE FOR TRAVEL FOR 12 MONTHS IN THE YEAR.

THE BUREAU HELD THAT THIS PROPOSED EMBANKMENT WITH THE FOUR BRIDGE OPENINGS COULD PROPERLY BE REGARDED AS CONSTITUTING AN APPROACH TO THE BRIDGE ACROSS THE MAIN CHANNEL OF THE RIVER, AND AS SUCH IT WOULD BE ELIGIBLE FOR FEDERAL AID TO THE EXTENT OF 50 PER CENT OF ITS COST. LEGAL CITATIONS WERE GIVEN TO SHOW THAT IT IS WELL ESTABLISHED BY COURT DECISIONS THAT NECESSARY APPROACHES SHOULD BE CONSIDERED AS PART OF A BRIDGE WHERE THE MAIN BRIDGE WOULD BE INACCESSIBLE TO TRAFFIC WITHOUT THE APPROACH.

10. 1. 1944

10. 1. 1944

10. 1. 1944

10. 1. 1944

MOTOR VEHICLE REGISTRATIONS, 1927-1/  
CALENDAR YEAR) 2/MW-1 (1927)  
R.S.A.

(COMPILED FROM REPORTS OF STATE AUTHORITIES)

STATES AND DISTRICT OF COLUMBIA	1927-REGISTERED MOTOR VEHICLES, INDIVIDUALLY & COMMERCIALLY OWNED	MOTOR & TRUCKS & TRACTORS	OTHER REGISTERED VEHICLES	TAX-EXEMPT OFFICIAL MOTOR CARS AND MOTORCYCLES		MOTOR- CYCLES (OFFIC.)	NUMBER OF LICENSES, OR PERMITS			1926 GRAND TOTAL REGISTERED MOTOR CARS AND TRUCKS	YEARS' CHANGE IN MOTOR VEHICLE REGISTRATIONS		STATES AND DISTRICT OF COLUMBIA
				U.S. CARS	STATE AND LOCAL CARS		DEALERS	OPERATORS	CHAUFFERS		NUMBER INCREASE OR DECREASE (-)	PER CENT	
ALABAMA	243,539	211,633	1,472	167	-	-	3,919	-	1,530	225,910	17,809	7.6	ALABAMA
ARIZONA	81,047	1,245	-	176	-	815	212	-	400	71,662	7,165	10.0	ARIZONA
ARKANSAS	205,588	32,044	1,977	303	21	736	4,932	-	-	203,419	(2,851)	-1.4	ARKANSAS
CALIFORNIA	1,653,195	5/ 213,784	34,126	1,217	5/ 23,214	461	3,270	129,732	111,133	1,600,475	92,720	5.8	CALIFORNIA
COLORADO	255,432	243,107	88	1,352	233	-	-	-	-	248,613	19,619	6.9	COLORADO
CONNECTICUT	261,521	43,012	150	3,083	281	2,459	5,600	7/ 323,881	-	263,235	18,286	6.9	CONNECTICUT
DELAWARE	47,124	36,037	243	313	44	-	438	7/ 51,945	-	44,634	2,290	5.1	DELAWARE
FLORIDA	354,734	332,979	5/ 1,000	1,243	75	3,451	2,547	-	4,949	347,468	(6,822)	-1.7	FLORIDA
GEORGIA	300,635	282,630	38,005	909	334	-	732	-	2,553	277,468	23,167	8.4	GEORGIA
IDAHO	101,336	91,306	186	440	103	1,210	406	-	476	94,760	6,576	6.9	IDAHO
ILLINOIS	1,438,995	5/ 1,254,441	3,469	6,350	979 10/	-	4,584	-	100,398	1,370,503	68,482	5.0	ILLINOIS
INDIANA	613,637	577,359	6,693	3,151	4,083	-	2,584	-	329,212	772,326	41,311	5.3	INDIANA
IOWA	704,203	645,309	54,884	44	2,927	-	2,531	-	2,964	696,998	5,205	0.7	IOWA
KANSAS	501,901	447,273	54,628	192	2,350	-	2,525	-	-	491,276	10,625	2.2	KANSAS
KENTUCKY	285,521	255,892	29,728	90	1,742	-	1,051	-	-	281,557	4,064	1.4	KENTUCKY
LOUISIANA	255,000	216,000	35,000	510	208	-	487	-	-	239,500	15,500	6.5	LOUISIANA
MAINE	133,623	132,927	704	1,245	1,173	66	1,297	186,975	7,309	151,485	12,137	8.0	MAINE
MASACHUSETTS	270,935	265,766	5,167	1,969	950	-	6,788	33,614	40,679	252,952	18,053	7.1	MASSACHUSETTS
MICHIGAN	594,177	514,359	79,748	443	7,245	800	2,046	102,285	-	590,190	3,917	0.6	MICHIGAN
MINNESOTA	1,134,773	5/ 998,781	5/ 155,592	17,853	3,365	371 10/	2,128	220,954	76,453	1,118,765	35,988	3.2	MINNESOTA
MISSISSIPPI	246,682	585,401	81,281	3,286	252	-	2,087	-	17,988	630,285	16,397	2.6	MISSISSIPPI
MISSOURI	215,043	196,239	21,804	2,317	83	-	666	-	-	205,200	12,843	6.2	MISSOURI
MONTANA	582,419	610,303	72,116	1,739	1,635	311	3,267	-	26,269	554,554	27,865	4.2	MONTANA
NEBRASKA	112,355	94,733	16,002	1,158	1,039	-	481	-	338	103,956	8,777	8.4	NEBRASKA
NEVADA	373,312	342,357	1,828	1,109	226	-	3,052	-	-	366,773	7,139	1.9	NEVADA
NEW HAMPSHIRE	25,776	20,414	5,362	104	99	-	533	-	-	24,014	1,762	7.3	NEW HAMPSHIRE
NEW JERSEY	96,003	83,415	12,584	1,387	22	-	541	-	73,474	89,001	7,008	7.9	NEW JERSEY
NEW MEXICO	712,386	586,510	125,886	1,827	5,837	708	2,917	814,583	6,422	551,415	80,981	9.4	NEW MEXICO
NEW YORK	53,221	57,643	193	1,548	630	-	170	-	-	54,996	4,295	7.8	NEW YORK
NORTH CAROLINA	1,937,918	1,624,535	313,383	16,347	1,566	12,116	4,482	1,701,383	616,025	1,815,434	122,484	5.7	NORTH CAROLINA
NORTH DAKOTA	430,459	390,223	40,276	1,194	429	-	6,330	-	-	385,047	45,452	11.8	NORTH DAKOTA
OHIO	180,701	144,830	15,871	277	3	-	-	-	-	157,822	2,879	1.8	OHIO
OKLAHOMA	1,570,734	1,374,402	196,332	12,134	7,749	9,087	26,987	-	-	1,460,246	90,488	6.1	OKLAHOMA
OREGON	503,126	437,776	65,350	1,200	530	-	-	-	-	499,938	3,188	0.6	OREGON
PENNSYLVANIA	244,572	223,582	20,990	2,030	141	1,132	604	39,355	15,769	233,568	11,004	4.7	PENNSYLVANIA
RHODE ISLAND	1,354,548	200,367	3,780	14,267	1,383	942	28,347	1,554,161	-	1,455,184	99,731	6.9	RHODE ISLAND
SOUTH CAROLINA	58,861	19,153	57	1,250	56	571	300	136,860	-	110,746	7,268	6.6	SOUTH CAROLINA
SOUTH DAKOTA	139,635	179,571	1,387	325	91	-	509	-	-	161,189	18,446	10.2	SOUTH DAKOTA
TENNESSEE	163,562	153,019	16,533	229	1,019	-	-	-	-	168,230	1,322	0.8	TENNESSEE
TEXAS	284,587	259,098	25,481	304	132	2,914	532	-	-	279,639	14,928	5.3	TEXAS
UTAH 11/	1,111,407	996,397	115,010	3,081	2,505	-	3,323	41,775	11,490	1,049,869	61,538	5.9	UTAH
VERMONT	53,976	80,731	13,245	531	173	-	-	-	-	85,380	8,596	10.1	VERMONT
VIRGINIA	79,527	73,308	28	501	28	-	658	-	-	74,063	5,464	7.4	VIRGINIA
WASHINGTON	337,607	288,666	48,941	2,025	1,141	253	2,950	-	8,450	322,614	14,993	4.6	WASHINGTON
WEST VIRGINIA	384,563	326,687	57,876	2,072	2,501	144	4,879	397,976	-	363,279	21,304	5.9	WEST VIRGINIA
WISCONSIN	245,519	217,689	28,130	392	33	1,862	13,701	61,600	25,200	227,836	17,983	7.9	WISCONSIN
WYOMING	698,289	509,795	88,494	2,963	92	668	2,948	-	-	662,282	36,007	5.4	WYOMING
DIST. OF COL.	51,955	45,539	6,416	209	257	-	306	-	-	49,883	2,072	4.2	DIST. OF COL.
TOTAL	111,680	98,182	13,518	1,151	212	1,958	57,014	-	1,581	111,497	183	0.2	TOTAL
	23,127,315	20,230,429	2,856,886	123,451	120,303	101,689	155,444	5,948,430	1,185,576	22,001,393	1,125,922	5.1	TOTAL

NOTE:-

- 1/ THIS TABLE LISTS ONLY THE NUMBER OF MOTOR VEHICLE REGISTRATIONS, LICENSES AND PERMITS: FOR THE FINANCIAL STATEMENT SEE TABLE MW-2 (1927).
- 2/ ALL STATES REPORT CALENDAR YEAR TOTALS EXCEPT NORTH CAROLINA WHICH REPORTS ONLY 6 MONTHS TOTALS (JULY 1 TO DECEMBER 31), AS THEIR FISCAL YEAR FOR REGISTERED MOTOR CARS AND TRUCKS WHICH PAY THE REGULAR LICENSE FEES ELIMINATING REGISTRATIONS AND NON-RESIDENT OWNERS' CARS. THE GRAND TOTAL OF FIRST COLUMN IS SUBDIVIDED AS INDICATED: PASSENGER SERVICE CARS BEING SHOWN IN SECOND COLUMN AND FREIGHT SERVICE, TRUCKS AND ROAD TRACTORS. IN THE THIRD COLUMN, SOME STATES, AS NOTED, CLASSIFY BUSES WITH TRUCKS. SPECIAL TABLES SHOWING THE EXTENT AND KINDS OF BUS SERVICE FROM NON-GOVERNMENT SOURCES CAN BE FOUND IN THE FEBRUARY 1928 ISSUE OF "BUS TRANSPORTATION."
- 3/ BUSES INCLUDED WITH TRUCKS.
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W-2 (1927)  
R.S.A.MOTOR VEHICLE REGISTRATION FEES, LICENSES, PERMITS, FINES, ETC., 1927  
ALSO GROSS RECEIPTS AND DISPOSITION OF FUND 7  
(FOR CALENDAR YEAR) 8

(COMPILED FROM REPORTS OF STATE AUTHORITIES)

STATES AND DISTRICT OF COLUMBIA	REGISTRATION RECEIPTS 3/					MISCELLANEOUS RECEIPTS			DISPOSITION OF GROSS RECEIPTS				STATES AND DISTRICT OF COLUMBIA
	MOTOR CAR RECEIPTS					CHAUFFEUR AND OPERATOR PERMITS	OTHER MISCELLANEOUS LANDS	COLLECTION BY STATE OR LOCAL ROADS	FOR RURAL HIGHWAY PURPOSES				
	TOTAL FROM MOTOR CARS	PASSENGER CARS AND BUSES	TRUCKS	OTHER VEHICLES	STATE HIGHWAYS				LOCAL ROADS	COUNTY ROAD BONDS 4/	FOR OTHER PURPOSES		
ALABAMA	\$ 3,127,000	-	-	-	\$ 3,819	\$ 8,246	\$ 4,859	\$ 125,956	\$ 843,850	\$ 609,765	\$ 1,547,429	ALABAMA	
ARIZONA	454,429	-	-	-	3,366	1,528	5,930	9,300	454,429	-	-	ARIZONA	
ARKANSAS	3,619,482	-	-	-	5,469	23,338	13,983	73,246	805,700	476,095	(C) 2,307,231	ARKANSAS	
CALIFORNIA	7,492,228	\$ 4,951,767	\$ 2,640,461	\$ 259,980	33,735	675,224	1,243,924	1,243,924	3,775,453	-	5/ 1,518	CALIFORNIA	
CONNECTICUT	5,195,992	1,456,325	1,170,000	2,303	72,775	979,637	95,725	80,011	760,105	-	-	CONNECTICUT	
DELAWARE	846,280	3,689,266	1,184,678	1,984	1,984	158,637	541,782	-	6,925,000	-	-	DELAWARE	
FLORIDA	5,692,128	6,003,652	4,079,130	3,619	33,860	9,325	142,319	594,154	3,829,579	1,276,526	6/ 1,969	FLORIDA	
GEORGIA	3,715,978	3,658,646	619,558	4,222	40,260	4,568	4,882	114,730	3,598,248	-	-	GEORGIA	
IDAHO	1,502,185	1,458,684	1,211,031	2,195	24,225	12,326	-	-	156,269	1,345,916	-	IDAHO	
ILLINOIS	14,933,593	13,929,037	10,635,412	3,793	24,225	33,472	384,650	-	9,191,015	-	7/ 42,658	ILLINOIS	
INDIANA	5,430,805	5,069,482	3,914,846	31,406	89,860	234,579	251,341	414,070	9,604,549	353,080	-	INDIANA	
IOWA	10,371,693	9,742,571	8,785,933	3,322	8,354	77,653	453,155	224,289	3,934,480	464,261	-	IOWA	
KANSAS	6,518,662	4,304,022	3,375,500	-	5,262	16,143	9,747	-	3,676,512	-	-	KANSAS	
KENTUCKY	4,199,347	-	-	-	29,888	-	-	-	1,370,251	-	-	KENTUCKY	
LOUISIANA	2,587,065	1,590,811	1,355,364	3,375	6,733	405,848	112,596	201,546	8/ 1,370,251	-	-	LOUISIANA	
MARYLAND	2,997,912	2,347,223	2,070,731	18,729	10,933	1,565,953	258,162	258,162	2,512,251	-	-	MARYLAND	
MASSACHUSETTS	13,136,442	10,557,782	7,318,651	1,468	3,177	69,593	837,817	1,243,924	2,512,251	-	-	MASSACHUSETTS	
MICHIGAN	17,984,210	15,527,569	12,464,719	4,082,850	200,949	33,558	897,654	10/ 1,117,214	9,784,936	6,000,000	-	MICHIGAN	
MINNESOTA	10,233,644	10,110,633	8,210,901	1,899,732	14,277	8,781	38,535	41,088	6,449,904	202,077	2/ 20,330	MINNESOTA	
MISSISSIPPI	2,556,627	2,220,942	-	-	-	-	335,685	125,602	202,077	2,229,948	-	MISSISSIPPI	
MISSOURI	6,253,009	-	-	-	-	-	-	401,822	11/ 2,715,162	5,136,025	-	MISSOURI	
MONTANA	1,135,103	1,039,235	855,491	-	1,087	37,078	-	58,027	1,105,295	-	-	MONTANA	
NEBRASKA	3,740,553	3,774,994	3,016,332	-	3,728	43,519	-	111,983	1,088,571	2,539,299	-	NEBRASKA	
NEVADA	229,839	229,124	-	5,079	495	-	-	89,870	1,759,247	-	-	NEVADA	
NEW HAMPSHIRE	1,915,291	1,936,502	-	-	7,540	264,055	78,504	156,044	1,759,247	-	-	NEW HAMPSHIRE	
NEW JERSEY	12,955,541	9,293,954	5,660,418	66,552	13,714	2,450,201	1,056,335	532,755	7,900,000	4,530,766	-	NEW JERSEY	
NEW MEXICO	31,757,889	502,447	444,401	58,046	8,769	13,839	33,795	1,922,049	22,072,465	4,743,159	-	NEW MEXICO	
NORTH CAROLINA	13/ 3,246,853	29,375,610	20,140,775	76,825	287	2,465,176	580,117	14/ 1,000,000	15/ 2,331,853	16/ 765,000	12/ 3,020,206	NORTH CAROLINA	
NORTH DAKOTA	10/ 745,471	1,570,120	1,338,798	231,322	-	-	23,960	170,000	17/ 777,721	647,721	-	NORTH DAKOTA	
OHIO	5,745,471	10,398,977	-	-	23,014	124,302	169,199	366,983	5,128,532	5,260,056	-	OHIO	
OKLAHOMA	6,827,341	6,325,637	5,408,300	917,337	-	-	-	-	2,301,565	3,452,347	-	OKLAHOMA	
OREGON	26,071,495	13,693,780	13,734,183	5,989,597	41,031	35,775	330,316	367,341	13,566,800	4,803,200	-	OREGON	
PENNSYLVANIA	2,181,280	2,078,546	1,771,878	305,668	23,457	-	-	179,304	1,914,005	-	-	PENNSYLVANIA	
RHODE ISLAND	2,431,531	2,472,926	2,142,266	330,660	1,072	-	-	-	2,178,290	9,000	-	RHODE ISLAND	
SOUTH CAROLINA	3,759,775	15,045,978	12,583,812	2,462,166	12,024	55,872	69,678	67,463	1,236,939	1,187,519	-	SOUTH CAROLINA	
TENNESSEE	672,403	1,610,889	1,385,081	225,818	4,146	30,350	324,981	598,805	10,684,403	4,143,323	-	TENNESSEE	
TEXAS	1,678,950	4,143,391	3,565,993	4,682	6,663	203,187	30,368	132,000	1,759,331	540,403	-	TEXAS	
UTAH	5,230,324	5,900,324	5,900,324	44,625	13,567	33,445	253,143	30,368	1,759,331	-	-	UTAH	
VERMONT	6,004,391	3,695,133	3,066,213	1,500,935	5,687	5,089	199,470	265,868	4,593,884	892,976	-	VERMONT	
VIRGINIA	9,772,887	9,818,220	7,872,419	1,645,801	17,655	36,354	103,655	550,000	2,320,000	16/ 37,179	-	VIRGINIA	
WEST VIRGINIA	525,807	515,019	404,275	110,744	638	9,900	650	159,388	3,794,600	251,779	-	WEST VIRGINIA	
WISCONSIN	531,044	120,279	99,026	21,253	1,151	1,958	185,271	222,365	274,028	-	-	WISCONSIN	
DIST. OF COL.	-	-	-	-	-	-	-	-	-	-	-	DIST. OF COL.	
DETAILED TOTALS 3/	268,651,211	239,515,394	19/ 1,005,315	412,744	1,999,180	13,449,421	12,269,157	14,876,410	189,985,269	53,577,653	-	DETAILED TOTALS 3/	
GRAND TOTAL	301,061,132	-	-	-	-	-	-	-	36,087,556	4,533,942	-	GRAND TOTAL	

NOTE: 1/ FINANCIAL DATA ONLY ON THIS TABLE; FOR NUMBER OF REGISTRATIONS, LICENSES, ETC., SEE TABLE W-1 (1927).

2/ ALL STATES REPORT ACCOUNTS FOR CALENDAR YEAR EXCEPT NORTH CAROLINA WHICH REPORTS FOR SIX MONTHS JULY 1

3/ TO DECEMBER 31 FOR REGISTRATION FOR LAST HALF OF YEAR.

4/ THE STATES SHOWN DO NOT SHOW COMPLETED RECEIPT DETAILS AND ARE NOT INCLUDED IN TOTALS UNDER FIRST

5/ FIVE RECEIPT COLUMNS, SHOWN AS "DETAILED TOTAL", THE DISPOSITION OF TOTAL GROSS RECEIPTS IS SHOWN

6/ FOR ALL STATES AND SUCH TOTALS ARE SHOWN IN THE LAST FIVE COLUMNS.

7/ COUNTY BOND PAYMENTS, MARKED (C), IN ARKANSAS AMOUNT TO \$2,124,118, IN OREGON \$1,540,000 AND IN

8/ WITHIN THE FULL AMOUNT SHOWN.

9/ UNPAID CLAIMS.

10/ FINANCIAL SAFETY FUND DERIVED FROM OPERATORS' PERMITS.

11/ FOR REPAIR AND CONSTRUCTION OF WASHINGTON STREETS, IF SO APPROPRIATED BY CONGRESS.

12/ INCLUDES \$100,000 FOR STATE POLICE.

13/ ONLY 35 STATES REPORT DETAILS OF MOTOR CAR REGISTRATION RECEIPTS, WHICH TOTAL HERE AS FOLLOWS:-

14/ PASSENGER CARS AND BUSES \$167,100,396, TRUCKS AND TRACTORS \$50,856,961, MAKING A COMBINED

TOTAL OF \$217,957,357.

10/ EXCLUDES PART OF COLLECTION EXPENSE PAID FROM STATE APPROPRIATIONS.

11/ INCLUDES \$1,005,129 FOR ADMINISTRATION OF STATE HIGHWAY DEPARTMENT.

12/ NEW YORK CITY GENERAL FUND.

13/ SECOND HALF OF YEAR ONLY AS FISCAL YEAR CHANGED TO CALENDAR YEAR IN 1928.

14/ GROSS RECEIPTS (WITH MOTOR FUEL TAXES) FORM STATE HIGHWAY FUND USED FOR: (A) ADMINISTRATION

(B) FINANCING HIGHWAY OPERATIONS (C) MAINTENANCE AND CONSTRUCTION OF STATE HIGHWAY SYSTEM.

THE DATA IS ESTIMATED PRO-RATA HERE).

15/ INCLUDES \$130,000 OF SPECIAL BRIDGE FUND.

16/ REFUND.

17/ HIGHWAY SAFETY FUND DERIVED FROM OPERATORS' PERMITS.

18/ FOR REPAIR AND CONSTRUCTION OF WASHINGTON STREETS, IF SO APPROPRIATED BY CONGRESS.

19/ ONLY 35 STATES REPORT DETAILS OF MOTOR CAR REGISTRATION RECEIPTS, WHICH TOTAL HERE AS FOLLOWS:-

PASSENGER CARS AND BUSES \$167,100,396, TRUCKS AND TRACTORS \$50,856,961, MAKING A COMBINED

TOTAL OF \$217,957,357.



## GASOLINE TAXES, 1927

TOTAL TAXES EARNED ON MOTOR VEHICLE FUEL, ETC., REFUNDS, DISPOSITION OF FUND, AND GALLONS TAXED  
(FROM REPORTS OF STATE AUTHORITIES)

STATES AND DISTRICT OF COLUMBIA	GROSS TAX ASSESSED PRIOR TO DEDUCTION OF REFUNDS	EXEMPTION REFUNDS: FROM GROSS TAX	TOTAL TAX ON FUEL FOR MOTOR VEHICLES (1)	OTHER RECEIPTS, UNDER TAX LAW (LICENSES)	GRAND TOTAL		DISPOSITION OF GRAND TOTAL EARNINGS			FOR MISCELLANEOUS PURPOSES	TAX RATES, 1927		NET GALLONS OF GASOLINE TAXED, AND USED BY MOTOR VEHICLES	STATES AND DISTRICT OF COLUMBIA
					COLLECTION DISTS (2)	OTHER RECEIPTS (3)	CONSTRUCTION & MAINTENANCE ON RURAL ROADS STATE HIGHWAYS LOCAL ROADS	STATE (8) COUNTY (9) BOND PAYMENTS	ROAD PAYMENTS		CENTS PER GALLON TAX RATE	DATE OF RATE CHANGE		
ALABAMA	\$ 6,306,986	\$ 257,545	5,308,986	-	\$ 23,542	\$ 6,508,886	\$ 2,618,886	\$ (3)(8) 303,760	-	-	2	4 1/25	1,162,507	ALABAMA
ARIZONA	1,546,375	-	1,388,830	-	-	1,388,830	820,691	568,139	-	-	3	4 8/12	40,216,927	ARIZONA
ARKANSAS	24,433,585	1,895,505	4,338,737	-	-	4,338,737	1,041,297	584,036	-	-	4	5 6/9	94,345,820	ARKANSAS
CALIFORNIA	3,732,537	1,323,943	22,451,652	-	41,782	22,493,434	13,169,714	9,265,607	-	-	2	3 7/25	228,749,102	CALIFORNIA
CONNECTICUT	3,064,906	1,323,943	3,064,906	-	42,532	3,107,438	3,069,426	351,628	-	-	2	2 2/1	182,745,302	CONNECTICUT
DELAWARE	681,456	18,307	663,159	-	-	663,159	662,158	-	-	-	2	3 3/24	3,486,804	DELAWARE
FLORIDA	10,880,685	18,307	10,862,378	-	8,800	11,008,541	7,652,018	2,513,401	-	(10) 940,322	4	6 7/1	251,410,081	FLORIDA
GEORGIA	7,064,109	97,308	7,064,109	-	4,000	7,071,503	4,739,381	1,915,833	-	(11) 353,669	3 1/2	4 9/1	192,733,248	GEORGIA
ILLINOIS	1,659,057	6,139,569	1,671,749	-	11,354	1,683,103	1,436,096	(14) 3,097,254	-	(12) 123,687	4	3 1/1	10,076,738	ILLINOIS
INDIANA	1,500,207	365,739	6,139,569	-	25,000	3,097,254	3,097,254	(14)(C)-	-	(13) 83,136	3	4 1/1	10,076,738	INDIANA
IOWA	7,312,106	365,739	7,312,106	-	67,756	7,379,862	6,139,569	3,097,254	-	(15) 83,136	2	3 7/4	251,410,081	IOWA
KANSAS	5,033,617	498,987	4,534,630	-	11,700	4,546,330	1,850,720	743,930	-	(17) 1,591,459	2	2	429,732,510	KANSAS
KENTUCKY	5,913,396	-	5,913,396	-	-	5,913,396	5,901,696	-	-	-	5	5	1,826,918	KENTUCKY
LOUISIANA	3,034,056	56,414	3,034,056	-	-	3,034,056	3,034,056	-	-	-	2	2	1,702,607	LOUISIANA
MAINE	2,344,347	144,900	2,268,533	-	12,552	2,281,085	2,275,381	-	-	-	3	4 10/29	2,007,253	MAINE
MARYLAND	1,514,257	144,900	1,369,357	-	2,500	1,371,857	2,373,416	-	-	-	2	4 7/1	118,136,211	MARYLAND
MASSACHUSETTS	15,327,722	1,067,184	14,260,538	-	43,797	14,304,335	8,409,937	2,805,830	-	(20) 1,193,481	2	3 10/9	61,144,507	MASSACHUSETTS
MICHIGAN	5,510,257	336,377	5,173,880	-	-	5,173,880	6,174,860	(9) 3,000,000	-	-	2	3	58,743,385	MICHIGAN
MINNESOTA	4,880,686	-	4,880,686	-	3,600	4,884,286	4,302,347	2,178,311	-	(23)(C) 206,428	2	4	342,686	MINNESOTA
MISSISSIPPI	6,449,655	118,672	6,330,983	-	49,488	6,380,471	6,282,465	-	-	-	2	2	316,549,141	MISSISSIPPI
MISSOURI	1,501,651	185,223	1,316,428	-	(24)	1,436,398	1,436,398	-	-	-	2	2	7,879,827	MISSOURI
MONTANA	3,074,919	30,312	3,044,607	-	8,013	3,052,620	3,052,620	-	-	-	2	2	133,245,970	MONTANA
NEBRASKA	1,291,459	22,532	1,268,927	-	1,268,927	1,268,927	1,268,927	235,912	-	-	2	2	44,893,901	NEBRASKA
NEVADA	4,775,137	692,277	4,082,860	-	25,000	4,107,860	3,992,955	-	-	(26) 90,000	0	2 (25) 3	204,142,900	NEVADA
NEW HAMPSHIRE	1,415,630	-	1,415,630	-	30,975	1,446,605	1,295,217	(9) 1,06,000	-	-	3	5 3/7	30,117,191	NEW HAMPSHIRE
NEW JERSEY	NO TAX	-	-	-	-	-	-	-	-	-	0	0	219,667,060	NEW JERSEY
NEW YORK	3,111,297	324,615	2,786,682	-	(28) 47,298	2,833,980	6,444,313	(28) 2,995,381	-	-	4	4	53,779,243	NEW YORK
NORTH CAROLINA	2,076,538	565,207	1,511,331	-	28,000	1,539,331	1,539,331	-	-	-	2	2	239,933,862	NORTH CAROLINA
NORTH DAKOTA	20,726,678	19,010,481	19,010,481	-	958	19,011,439	1,511,331	7,612,029	-	(29) 41,423	2	2	1,272,822,583	NORTH DAKOTA
OKLAHOMA	7,224,276	28,320	7,195,956	-	(30)	7,195,956	4,798,637	2,399,319	-	-	2	5/25	58,144,887	OKLAHOMA
OREGON	3,074,393	236,202	2,838,191	-	8,366	2,846,557	3,643,516	3,457,810	-	-	3	3	691,562,015	OREGON
PENNSYLVANIA	17,296,333	-	17,296,333	-	-	17,296,333	13,639,523	3,457,810	-	-	2	7/1	58,144,887	PENNSYLVANIA
RHODE ISLAND	915,959	-	915,959	-	(31)	915,959	726,447	(8) 179,512	-	-	1	2 6/1	101,607,700	RHODE ISLAND
SOUTH CAROLINA	5,086,899	6,514	5,080,385	-	5,000	5,085,385	3,046,231	1,522,616	-	-	5	5	85,965,089	SOUTH CAROLINA
SOUTH DAKOTA	3,074,585	691,003	2,383,582	-	4,750	2,388,332	2,074,658	(8) 242,243	-	(32) 71,920	3	4 7/1	189,206,015	SOUTH DAKOTA
TENNESSEE	18,550,841	-	18,550,841	-	-	18,550,841	4,750,190	-	-	-	3	3	58,144,887	TENNESSEE
TEXAS	1,461,261	-	1,461,261	-	428	1,461,689	1,461,689	(8) 512,500	-	(33) 3,912,710	3 1/2	3 1/6	33,167,246	TEXAS
UTAH	905,244	-	905,244	-	-	905,244	943,914	-	-	-	2	3	158,423,951	UTAH
VERMONT	376,162	-	376,162	-	-	376,162	4,759,605	2,379,902	-	-	4 1/2	6/1	99,817,717	VERMONT
VIRGINIA	4,085,891	265,453	3,820,438	-	(35)	3,820,438	3,820,438	-	-	-	2	2	131,071,325	VIRGINIA
WASHINGTON	3,297,694	30,676	3,267,018	-	-	3,267,018	3,807,322	(36)(8)-	-	(37) 433,914	2 1/2	4 7/1	301,356,684	WASHINGTON
WEST VIRGINIA	6,077,114	244,664	5,832,450	-	2,862	5,835,312	2,214,338	3,321,279	-	-	2	2	25,484,353	WEST VIRGINIA
WISCONSIN	6,756,049	-	6,756,049	-	3,687	6,759,736	756,382	-	-	-	2 1/2	3 1/1	57,453,121	WISCONSIN
WYOMING	1,155,104	7310	1,148,794	-	-	1,148,794	-	-	-	(38) 1,148,794	2	2	9,366,651,892	WYOMING
DIST. OF COL.	-	-	258,935,813	129,038	499,933	129,096,803	65,404,161	10,064,456	-	-	2.76	-	(39) 9,366,651,892	DIST. OF COL.
TOTALS	-	-	258,935,813	129,038	499,933	129,096,803	65,404,161	10,064,456	-	-	2.76	-	(39) 9,366,651,892	TOTALS

NOTES:

1/ THIS IS THE NET TAX AFTER DEDUCTION OF REFUNDS FOR EXEMPTIONS ACCORDING TO LAW AND REPRESENTS THE ACTUAL TAXES AVAILABLE FOR DISPOSAL; THE FIRST TWO COLUMNS SHOW ONLY THE PROCEDURE AND ARE NOT TOTALS, BEING OF MINOR IMPORTANCE.

2/ COLLECTION DISTS IN MANY STATES ARE PAID FROM OTHER STATE FUNDS AND WHEN AMOUNTS AND SOURCES ARE REPORTED NOTES ARE ENTERED BELOW.

3/ ON STATE HIGHWAY BONDS, SERIES G ONLY.

4/ INCLUDES \$216,937 ON STATE HIGHWAY BONDS AND \$2,515,487 ON LOCAL ROAD BONDS.

5/ ESTIMATE, BASED ON RATES, AND AMOUNTS RECEIVED.

6/ EXCLUDES \$31,547 FROM GASOLINE INSPECTION FEE FUND.

7/ APPROXIMATELY \$46,000 CHARGED TO MOTOR VEHICLE DEPARTMENT.

8/ FOR FREE PUBLIC SCHOOL FUND \$616,125; FOR PERMANENT BUILDING FUND \$308,067; AND BALANCE OF \$15,140 IN STATE TREASURY.

9/ FOR FREE SCHOOL FUND.

10/ INCREASED TO 5 CENTS ON MARCH 19, 1928.

11/ PAIDMENTS ON STATE ROAD BONDS CHARGED TO GASOLINE FUND; AMOUNT NOT STATED.

12/ PAIDMENTS ON STATE ROAD BONDS CHARGED TO GASOLINE FUND; AMOUNT NOT STATED.

13/ RECEIPTS EXPENDED ON WASHINGTON STREETS FOR IMPROVEMENT AND REPAIRS.

14/ FOR APPROXIMATE TOTAL OF ALL STATES, ADD ESTIMATED AMOUNTS GIVEN IN NOTES 23 AND 24 FOR MASSACHUSETTS AND NEW YORK TO TOTAL HERE GIVEN.

15/ NEW YORK TO TOTAL HERE GIVEN.

19/ INCLUDES 2.770.705 GALLONS NOT CONSUMED BY MOTOR VEHICLES BUT TAXED 1 CENT PER GALLON.  
20/ BALTIMORE CITY \$143,042; GRADE CROSSING \$450,439.  
21/ ESTIMATED CONSUMPTION BASED ON MOTOR VEHICLE REGISTRATION, 310,000,000 GALLONS.  
22/ INCLUDES \$131,208 FROM EXTRA TAX IN HARRISON AND HANCOCK COUNTIES FOR SEA-WALL TO PROTECT STATE HIGHWAY.  
23/ SEA-WALL BONDS.

24/ STATE APPROPRIATION OF \$12,000.

25/ GASOLINE TAX BECAME 4 CENTS ON JANUARY 1, 1928.

26/ ESTIMATED CONSUMPTION BASED ON MOTOR VEHICLE REGISTRATION, 900,000,000 GALLONS.

27/ ESTIMATED CONSUMPTION BASED ON MOTOR VEHICLE REGISTRATION, 900,000,000 GALLONS.

28/ ALLOCATION OF FUND ESTIMATED.

29/ GENERAL STATE FUND.

30/ STATE APPROPRIATION OF \$5,700 FROM GENERAL REVENUE.

31/ STATE APPROPRIATION OF \$5,000.

32/ REVENUE FOR REFUND.

33/ FOR FREE SCHOOL FUND.

34/ INCREASED TO 5 CENTS ON MARCH 19, 1928.

35/ PAIDMENTS ON STATE ROAD BONDS CHARGED TO GASOLINE FUND; AMOUNT NOT STATED.

36/ RECEIPTS EXPENDED ON WASHINGTON STREETS FOR IMPROVEMENT AND REPAIRS.

37/ FOR APPROXIMATE TOTAL OF ALL STATES, ADD ESTIMATED AMOUNTS GIVEN IN NOTES 23 AND 24 FOR MASSACHUSETTS AND NEW YORK TO TOTAL HERE GIVEN.

38/ NEW YORK TO TOTAL HERE GIVEN.







## DUAL SCREENS INCREASE CAPACITY OF ASPHALT PAVING PLANT

COMPILED FROM A REPORT SUBMITTED BY R. H. TATLOW OF THE DIVISION  
OF MANAGEMENT

(NOT FOR RELEASE)

A DUAL SCREEN, SHOWN IN THE ACCOMPANYING SKETCH, FOR INCREASING THE CAPACITY OF A 3,000 POUND MADSEN ASPHALT PAVING PLANT HAS PROVED HIGHLY SATISFACTORY ON CALIFORNIA FEDERAL-AID PROJECT 184-A.

THE CUSTOMARY SCREEN DESIGN, FOR SEPARATING THE HOT MINERAL AGGREGATE AT THE TOP OF THE BINS, CONSISTS OF A SINGLE SET OF SCREENS. ALL THE AGGREGATE MUST PASS THROUGH THIS ONE SCREEN AND CARE MUST BE TAKEN TO PREVENT OVERLOADING SO THAT PORTIONS OF THE FINER AGGREGATES SHALL NOT BE CARRIED OVER INTO THE BINS FOR THE COARSER MATERIAL. THIS MAKES IT NECESSARY TO VARY THE MIXTURE OF THE MATERIAL SO AS TO MAINTAIN A UNIFORM DENSITY OF THE PAVEMENT - A CONDITION REQUISITE TO A STABLE AND EVEN SURFACE.

THE DUAL SCREENS, USED ON THIS PLANT, CONSIST ESSENTIALLY OF TWO ORDINARY SINGLE SCREENS MOUNTED SIDE BY SIDE AS SHOWN IN THE ACCOMPANYING DIAGRAM. THE ADMISSION OF THE AGGREGATES FROM THE ELEVATOR IS CONTROLLED BY A SWINGING GATE AT THE JUNCTION OF TWO OUTLET CHUTES LEADING TO THE TWO SCREENS. THIS SWINGING GATE MAY BE ADJUSTED SO AS TO DIVIDE THE MATERIAL IN ANY DESIRED PROPORTION BETWEEN THE TWO SCREENS, OR TO VARY THE LOAD SO THAT, IF NECESSARY, ALL THE AGGREGATE SHALL PASS THROUGH ONE SCREEN.

THE POWER-DRIVEN 44-INCH GEAR ON THE END OF ONE SCREEN MESHES WITH A SIMILAR GEAR ON THE OTHER SCREEN. HAVING THE TWO SCREENS REVOLVING IN OPPOSITE DIRECTIONS, SO THAT THE AGGREGATE IS ROTATED AND DEPOSITED TOWARDS THE CENTER OF THE BINS, IS THE MOST DESIRABLE ARRANGEMENT.

THESE DUAL SCREENS HAVE INCREASED THE CAPACITY, AND HAVE DECREASED THE STORAGE SPACE, AS COMPARED WITH A SINGLE-SCREEN PLANT.

THE FIRST PART OF THE  
DOCUMENT IS A LETTER FROM  
THE DIRECTOR OF THE  
BUREAU OF THE  
INTERNAL SECURITY  
DIVISION TO THE  
ATTORNEY GENERAL.

THE SECOND PART OF THE  
DOCUMENT IS A LETTER FROM  
THE DIRECTOR OF THE  
BUREAU OF THE  
INTERNAL SECURITY  
DIVISION TO THE  
ATTORNEY GENERAL.  
THE THIRD PART OF THE  
DOCUMENT IS A LETTER FROM  
THE DIRECTOR OF THE  
BUREAU OF THE  
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DIVISION TO THE  
ATTORNEY GENERAL.

THE FOURTH PART OF THE  
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THE DIRECTOR OF THE  
BUREAU OF THE  
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THE DIRECTOR OF THE  
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DIVISION TO THE  
ATTORNEY GENERAL.

THE SIXTH PART OF THE  
DOCUMENT IS A LETTER FROM  
THE DIRECTOR OF THE  
BUREAU OF THE  
INTERNAL SECURITY  
DIVISION TO THE  
ATTORNEY GENERAL.

THE SEVENTH PART OF THE  
DOCUMENT IS A LETTER FROM  
THE DIRECTOR OF THE  
BUREAU OF THE  
INTERNAL SECURITY  
DIVISION TO THE  
ATTORNEY GENERAL.







U. S. DEPARTMENT OF AGRICULTURE • BUREAU OF PUBLIC ROADS.  
MONTHLY GASOLINE CONSUMPTION (IN GALLONS) AS USED BY MOTOR VEHICLES, 1926 (1ST HALF YEAR)  
DERIVED FROM AMOUNT EARNED IN STATES HAVING GASOLINE TAX (ALLOWING FOR DEDUCTIONS DUE TO EXEMPTIONS)  
(COMPILED FROM REPORTS OF STATE AUTHORITIES)

	JANUARY 1926	FEBRUARY	MARCH	1ST QUARTER	APRIL	MAY	JUNE	2ND QUARTER	HALF YEAR	GASOLINE TAX RATES 1926
GRAND TOTAL U. S.	493,118,244	489,236,984	533,200,593	1,515,555,821	616,346,522	694,859,346	719,581,241	2,030,789,109	3,546,324,930	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEW ENGLAND	14,170,945	10,929,062	14,726,841	39,826,648	18,943,457	29,254,753	32,736,014	80,934,224	120,760,872	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
MASSACHUSETTS	7,436,355	5,739,051	8,433,734	21,605,140	10,154,779	12,580,264	13,294,283	36,018,316	67,644,486	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
CONNECTICUT	1,362,357	1,081,541	1,081,541	3,525,439	2,163,123	2,163,123	2,163,123	6,451,715	12,480,371	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
PAINE ISLAND	2,949,514	2,478,040	3,378,717	8,806,271	3,914,189	4,915,101	4,833,708	13,662,996	22,469,897	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEW HAMPSHIRE	1,386,702	1,000,902	1,196,279	3,583,883	1,786,279	2,544,497	2,544,497	6,878,055	13,662,996	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
VERMONT	826,017	689,528	880,960	2,196,505	978,037	2,544,497	2,544,497	6,072,523	11,191,537	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
MIDDLE ATLANTIC	38,225,268	39,225,268	39,225,268	117,676,804	49,031,586	49,031,586	49,031,586	147,084,765	294,770,559	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEW YORK	38,225,268	39,225,268	39,225,268	117,676,804	49,031,586	49,031,586	49,031,586	147,084,765	294,770,559	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
PENNSYLVANIA (Q)	38,225,268	39,225,268	39,225,268	117,676,804	49,031,586	49,031,586	49,031,586	147,084,765	294,770,559	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEW JERSEY	38,225,268	39,225,268	39,225,268	117,676,804	49,031,586	49,031,586	49,031,586	147,084,765	294,770,559	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
EAST NORTH CENTRAL	94,242,259	96,431,379	107,000,303	297,673,941	131,190,756	162,367,945	167,653,990	461,212,590	768,686,531	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
ILLINOIS	36,888,900	36,888,900	43,971,181	118,849,513	51,856,168	63,224,949	63,010,475	178,101,592	298,951,105	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
MICHIGAN	26,342,078	28,062,589	30,585,817	85,000,484	36,153,189	41,050,372	41,050,372	118,254,933	207,254,933	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
INDIANA	14,915,583	15,500,381	16,185,861	46,601,825	21,752,921	27,367,161	27,367,161	76,482,043	131,217,285	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
WISCONSIN	12,354,637	11,505,854	12,686,361	36,546,852	15,732,921	17,367,161	17,367,161	50,467,043	81,217,285	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEB. NORTH CENTRAL	71,745,267	72,563,571	83,440,112	227,748,950	100,983,481	117,113,810	121,456,324	339,554,215	567,303,165	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
MINNESOTA	17,552,320	16,899,378	20,657,371	55,012,071	24,052,357	28,202,908	27,050,539	79,305,802	130,315,019	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
MISSOURI	14,951,703	13,581,201	15,729,514	44,262,416	20,326,765	23,968,436	23,062,639	67,357,621	109,680,244	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
KANSAS	13,534,750	12,614,400	12,400,960	38,550,110	19,265,650	23,470,150	23,470,150	66,205,950	105,606,500	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEBRASKA	12,065,900	12,737,400	15,641,200	40,444,500	14,458,950	17,397,550	19,683,750	51,985,250	81,985,250	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NORTH DAKOTA	9,214,750	9,479,550	11,787,850	30,482,150	12,612,600	13,816,000	13,816,000	39,244,600	70,147,050	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
SOUTH DAKOTA	1,487,500	5,618,800	4,214,500	11,320,800	5,401,700	8,224,300	7,909,100	21,539,200	32,859,700	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
SOUTH ATLANTIC	3,457,144	1,662,841	3,098,727	8,219,712	4,865,269	6,131,818	6,131,818	17,479,918	25,699,033	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
FLORIDA	82,384,341	78,855,505	85,890,198	247,130,044	93,262,760	97,200,636	98,142,093	288,606,404	535,336,048	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
GEORGIA	11,050,580	11,050,580	13,349,885	35,451,045	13,349,885	13,349,885	13,349,885	40,049,556	78,749,556	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NORTH CAROLINA	15,916,098	14,672,024	13,481,680	44,069,799	14,061,690	14,518,917	17,300,096	45,890,518	89,960,308	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
VIRGINIA	6,849,381	6,849,381	7,600,004	21,298,766	7,600,004	12,124,975	12,400,930	35,161,714	60,687,703	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
SOUTH CAROLINA	6,406,480	6,406,480	6,850,220	19,663,180	7,703,600	8,422,700	7,376,800	25,502,100	41,990,480	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
WEST VIRGINIA	1,374,373	1,374,373	1,374,373	4,123,119	1,374,373	1,374,373	1,374,373	4,123,119	8,246,238	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
PENNSYLVANIA	2,863,371	2,863,371	3,098,727	8,825,469	3,098,727	3,098,727	3,098,727	9,196,181	15,393,635	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
DELAWARE	1,114,705	1,085,015	1,417,985	3,617,705	1,417,985	1,819,594	1,693,801	5,221,955	8,859,555	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
EAST SOUTH CENTRAL	30,102,789	29,259,346	32,757,661	92,119,796	36,287,488	40,940,387	39,894,095	117,121,970	209,281,268	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
KENTUCKY	5,355,452	5,755,732	7,208,012	18,323,252	7,856,756	9,976,956	9,686,036	27,529,750	46,353,042	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
ALABAMA	8,415,372	8,519,323	9,440,737	26,375,432	10,598,586	11,101,521	10,681,953	32,381,970	58,757,602	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
TENNESSEE	9,244,450	7,345,590	7,647,495	24,687,535	9,655,537	10,806,610	10,776,727	31,237,874	56,125,419	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
MISSISSIPPI	6,583,802	6,387,645	8,501,422	22,072,869	8,156,607	9,056,260	8,749,469	25,972,336	48,046,205	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
WEST SOUTH CENTRAL	65,835,750	66,478,446	66,638,303	198,952,500	71,680,877	71,680,877	71,680,877	232,449,081	431,402,183	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
TEXAS	33,314,713	36,200,347	36,452,616	106,587,676	39,246,653	43,756,062	48,961,671	128,964,338	235,532,014	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
OKLAHOMA	15,202,565	14,330,575	14,246,098	44,781,239	14,865,860	14,865,860	14,865,860	44,781,239	89,567,419	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
LOUISIANA	9,886,271	10,211,624	9,537,514	29,635,409	11,466,689	11,415,883	11,242,019	34,124,585	62,759,994	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
ARKANSAS	6,932,200	5,735,900	6,400,675	19,068,775	6,101,375	7,536,300	8,008,300	21,645,975	40,614,750	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
MOUNTAIN	18,225,659	17,687,374	20,482,141	56,415,174	22,131,652	26,600,978	29,824,013	78,556,643	135,054,639	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
COLORADO	5,355,452	5,755,732	7,208,012	18,323,252	7,856,756	9,976,956	9,686,036	27,529,750	46,353,042	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
UTAH	2,495,354	2,014,827	2,355,315	6,865,496	2,766,989	3,741,069	3,610,211	10,112,269	16,983,764	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
IDAHO	1,828,834	1,600,404	2,460,470	5,889,708	2,814,899	3,381,368	3,163,133	9,365,161	15,902,245	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEW MEXICO	1,805,392	1,587,014	1,533,503	4,925,909	1,767,072	2,050,484	2,203,174	6,081,330	10,947,239	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
ARIZONA	2,260,533	2,378,526	2,474,053	7,113,124	2,518,257	2,710,554	2,869,163	8,097,984	15,211,119	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEW MEXICO	2,260,533	2,378,526	2,474,053	7,113,124	2,518,257	2,710,554	2,869,163	8,097,984	15,211,119	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
WYOMING	961,700	1,052,027	1,052,027	3,065,754	1,237,616	2,224,825	2,224,825	5,697,918	8,791,154	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
NEVADA	438,064	516,701	717,111	1,671,876	731,509	912,061	912,061	2,622,112	4,343,988	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
PACIFIC	76,585,859	77,797,033	82,989,361	237,372,253	92,754,557	94,686,883	97,715,773	295,157,213	529,529,461	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
CALIFORNIA (Q)	60,679,100	60,679,100	60,679,100	182,037,300	60,679,100	60,679,100	60,679,100	182,037,300	364,074,600	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
WASHINGTON	9,745,074	10,600,766	13,423,194	33,769,034	14,060,636	15,163,505	15,163,505	44,393,737	79,765,103	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.
OREGON	6,161,685	6,517,167	8,887,045	21,565,897	9,361,021	10,190,478	11,512,408	31,163,906	52,729,802	1st Quarter : 30 ; 2nd Quarter : 30 ; GRAND TOTAL U. S.

REMARKS. THE GALLONS ABOVE IS APPROXIMATE IN SOME STATES DUE TO EXEMPTIONS FOR DEDUCTIONS WHICH WERE NOT ALLOCATED TO MONTHS WHEN SALES WERE MADE BUT WERE REPORTED FOR MONTHS WHEN DEDUCTION PAYMENTS WERE COLLECTED.  
FOUR STATES MARKED "Q" COLLECT TAXES QUARTERLY, AND THE MONTHLY CONSUMPTION IS DIVIDED EQUALLY IN EACH QUARTER.  
NOTES. 1. THE QUARTERLY CONSUMPTION SHOWN IN STATES 18 ONLY COLLECTIONS WERE REPORTED WHICH DO NOT INDICATE CONSUMPTION.  
2. GALLONS ADJUSTED TO AGREE WITH REPORTED RECEIPTS.





## U. S. DEPARTMENT OF AGRICULTURE - BUREAU OF PUBLIC ROADS

MONTHLY GASOLINE CONSUMPTION (IN GALLONS) AS USED BY MOTOR VEHICLES, 1928 (20 HALF YEARS)  
(COMPILED FROM REPORTS OF STATE AUTHORITIES)

1	JULY (1926)												SECOND YEAR	FULL CALENDAR YEAR
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	1st QUARTER	2nd QUARTER	3rd QUARTER	4th QUARTER	5th QUARTER	6th QUARTER		
GRAND TOTAL U.S.	802,653,950	796,835,479	763,497,081	736,398,510	706,813,490	658,849,777	611,008,883	1,975,672,120	1,437,888,930	1,783,983,560	GRAND TOTAL U.S.	311,832,901	NEW ENGLAND	
NEW ENGLAND	39,222,113	39,137,265	34,625,490	30,786,488	25,976,549	20,323,865	19,071,729	79,086,971	58,808,462	588,379,021	588,379,021	NEW YORK		
MASSACHUSETTS	14,401,657	13,317,648	12,365,613	11,990,366	9,802,160	9,802,160	9,802,160	36,624,151	36,624,151	36,624,151	36,624,151	MASSACHUSETTS		
CONNECTICUT	9,193,970	9,094,321	8,113,239	7,500,326	5,111,111	5,111,111	5,111,111	28,720,374	28,720,374	28,720,374	28,720,374	CONNECTICUT		
RIHODE ISLAND	5,896,938	5,392,377	4,813,003	4,597,361	3,930,682	3,930,682	3,930,682	15,913,056	15,913,056	15,913,056	15,913,056	RIHODE ISLAND		
NEW HAMPSHIRE	5,390,986	5,763,188	4,786,542	3,886,661	3,186,005	2,820,021	2,820,021	9,331,687	9,331,687	9,331,687	9,331,687	NEW HAMPSHIRE		
VERMONT	3,904,514	4,065,709	3,596,067	3,118,273	2,431,443	1,566,841	1,566,841	7,095,786	7,095,786	7,095,786	7,095,786	VERMONT		
MIDDLE ATLANTIC	68,837,902	59,837,902	58,837,903	49,031,585	49,031,585	49,031,585	49,031,585	147,094,755	147,094,755	147,094,755	147,094,755	PENNSYLVANIA		
NEW YORK	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	NEW YORK		
PENNSYLVANIA (Q1)	68,837,902	59,837,902	58,837,903	49,031,585	49,031,585	49,031,585	49,031,585	147,094,755	147,094,755	147,094,755	147,094,755	PENNSYLVANIA		
NEW JERSEY	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	NEW JERSEY		
EAST NORTH CENTRAL	187,047,760	186,140,923	170,478,067	158,553,387	142,897,454	122,406,406	122,406,406	423,846,256	423,846,256	423,846,256	423,846,256	ILLINOIS		
ILLINOIS	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	(No Tax)	ILLINOIS		
OHIO	67,926,414	64,491,300	54,091,300	48,808,925	42,667,130	36,712,503	36,712,503	163,370,900	163,370,900	163,370,900	163,370,900	OHIO		
MICHIGAN	54,301,433	56,454,636	45,073,621	40,703,503	36,774,336	31,774,866	31,774,866	126,516,704	126,516,704	126,516,704	126,516,704	MICHIGAN		
INDIANA	30,769,795	31,453,139	28,314,000	27,661,884	24,896,501	21,863,239	21,863,239	74,370,364	74,370,364	74,370,364	74,370,364	INDIANA		
WISCONSIN	31,632,861	31,506,756	27,558,436	26,046,446	19,622,126	15,018,888	15,018,888	60,889,396	60,889,396	60,889,396	60,889,396	WISCONSIN		
WEST NORTH CENTRAL	145,546,807	134,490,728	128,098,907	112,753,393	98,729,718	85,645,161	85,645,161	297,128,059	297,128,059	297,128,059	297,128,059	MINNESOTA		
MINNESOTA	26,069,613	25,069,613	22,069,613	20,069,613	18,069,613	16,069,613	16,069,613	68,238,108	68,238,108	68,238,108	68,238,108	MINNESOTA		
WISCONSIN	26,226,167	26,226,167	22,226,167	20,226,167	18,226,167	16,226,167	16,226,167	68,238,108	68,238,108	68,238,108	68,238,108	WISCONSIN		
NEBRASKA	26,322,560	26,322,560	22,322,560	20,322,560	18,322,560	16,322,560	16,322,560	68,238,108	68,238,108	68,238,108	68,238,108	NEBRASKA		
KANSAS	16,046,560	16,046,560	13,860,560	13,981,750	11,262,750	11,102,867	11,102,867	36,287,357	36,287,357	36,287,357	36,287,357	KANSAS		
MISSOURI	15,688,912	15,786,900	8,869,890	8,869,890	6,262,300	3,418,800	3,418,800	8,302,000	8,302,000	8,302,000	8,302,000	MISSOURI		
SOUTH DAKOTA	5,830,171	6,197,942	8,737,656	21,368,976	5,512,270	5,780,700	4,800,940	17,093,910	38,469,586	46,168,586	46,168,586	SOUTH DAKOTA		
SOUTH ATLANTIC	103,307,492	101,482,151	101,592,277	99,261,980	97,819,773	96,449,915	96,449,915	293,480,750	293,480,750	293,480,750	293,480,750	FLORIDA		
FLORIDA	14,873,337	14,873,337	14,873,337	14,873,337	14,873,337	14,873,337	14,873,337	58,496,688	58,496,688	58,496,688	58,496,688	FLORIDA		
ALABAMA	16,611,428	16,496,185	18,194,826	51,302,438	18,220,177	17,528,277	17,528,277	17,528,277	17,528,277	17,528,277	17,528,277	ALABAMA		
MISSISSIPPI	8,197,950	8,362,054	13,371,943	40,580,350	12,146,587	11,374,887	11,374,887	47,948,672	47,948,672	47,948,672	47,948,672	MISSISSIPPI		
LOUISIANA	13,506,939	8,310,700	8,081,360	24,869,560	7,884,240	7,733,560	7,733,560	23,379,312	23,379,312	23,379,312	23,379,312	LOUISIANA		
WEST VIRGINIA	9,684,768	9,233,081	9,159,893	23,208,760	9,159,893	9,159,893	9,159,893	23,208,760	23,208,760	23,208,760	23,208,760	WEST VIRGINIA		
MARYLAND	11,719,518	11,719,518	11,719,518	34,301,884	10,246,300	9,719,171	9,719,171	34,301,884	34,301,884	34,301,884	34,301,884	MARYLAND		
DELAWARE	2,277,676	2,073,085	20,424,716	21,158,741	23,361,342	26,111,430	26,111,430	68,358,046	68,358,046	68,358,046	68,358,046	DELAWARE		
WEST SOUTH CENTRAL	1,822,680	2,056,284	1,921,473	6,800,471	1,921,473	1,921,473	1,921,473	4,680,714	4,680,714	4,680,714	4,680,714	TEXAS		
TEXAS	45,050,187	44,677,218	44,847,900	134,575,356	43,230,544	40,004,278	38,623,544	121,859,506	256,433,811	465,715,078	465,715,078	TEXAS		
KENTUCKY	10,988,841	10,751,708	10,222,677	35,001,066	9,301,429	8,560,052	8,560,052	26,123,594	26,123,594	26,123,594	26,123,594	KENTUCKY		
ALABAMA	12,304,128	11,960,070	11,487,275	35,731,473	11,450,426	10,910,443	11,092,193	33,443,463	33,443,463	33,443,463	33,443,463	ALABAMA		
MISSISSIPPI	11,391,117	11,782,356	13,342,131	42,889,886	11,881,178	11,405,386	11,405,386	36,778,430	36,778,430	36,778,430	36,778,430	MISSISSIPPI		
LOUISIANA	10,368,300	10,143,084	9,815,817	30,387,604	9,788,884	8,651,795	8,651,795	27,516,019	27,516,019	27,516,019	27,516,019	LOUISIANA		
WEST SOUTH CENTRAL	98,022,583	93,325,306	91,016,659	272,364,157	86,068,989	82,467,455	82,467,455	251,063,495	523,427,652	954,829,835	954,829,835	TEXAS		
TEXAS	30,054,223	50,342,051	45,489,131	150,485,161	46,777,771	46,572,197	46,572,197	136,671,149	267,136,554	522,688,578	522,688,578	TEXAS		
OKLAHOMA	18,170,430	21,466,426	20,232,089	59,298,326	19,000,633	17,225,410	18,459,903	54,665,946	114,584,871	207,080,296	207,080,296	OKLAHOMA		
LOUISIANA	12,218,390	12,149,593	12,323,484	36,652,487	12,297,260	11,577,598	11,577,598	35,975,373	72,668,373	135,428,367	135,428,367	LOUISIANA		
ARKANSAS	7,678,590	9,767,825	8,910,975	27,357,350	8,553,325	7,902,560	7,902,560	23,760,494	49,017,844	99,632,594	99,632,594	ARKANSAS		
MOUNTAIN	29,675,944	32,004,904	33,159,430	95,240,278	30,056,098	27,340,679	24,586,540	82,101,228	177,341,505	312,395,344	312,395,344	COLORADO		
COLORADO	9,793,908	10,863,333	11,871,833	31,695,933	10,206,884	9,316,601	9,316,601	28,473,484	61,169,430	104,567,460	104,567,460	COLORADO		
UTAH	2,608,044	4,932,760	4,513,762	11,849,560	3,155,650	2,919,700	2,919,700	10,341,484	24,088,276	43,535,576	43,535,576	UTAH		
IDAHO	4,398,105	4,598,780	3,984,616	12,913,288	3,187,380	2,919,700	2,919,700	10,341,484	24,088,276	43,535,576	43,535,576	IDAHO		
NEW MEXICO	2,188,193	2,535,739	2,842,634	7,308,588	2,448,384	2,346,484	2,346,484	7,777,561	14,401,119	25,428,386	25,428,386	NEW MEXICO		
NEW MEXICO	2,188,193	2,535,739	2,842,634	7,308,588	2,448,384	2,346,484	2,346,484	7,777,561	14,401,119	25,428,386	25,428,386	NEW MEXICO		
ARIZONA	2,845,732	2,774,452	2,884,175	7,660,360	2,896,164	3,014,400	3,014,400	8,931,343	17,387,703	32,608,821	32,608,821	ARIZONA		
NEVADA	2,199,242	2,777,133	2,884,158	7,960,533	2,301,364	2,133,306	2,133,306	6,657,212	13,982,418	22,743,572	22,743,572	NEVADA		
PACIFIC	1,137,971	1,142,197	962,526	3,248,694	935,584	860,115	762,772	2,568,772	5,801,466	10,145,454	10,145,454	CALIFORNIA		
CALIFORNIA	106,033,711	106,389,593	102,840,788	314,635,093	96,122,031	93,584,316	91,205,834	280,912,183	595,175,276	1,117,704,742	1,117,704,742	CALIFORNIA		
WASHINGTON	74,863,267	74,863,267	74,863,267	224,589,827	70,160,581	67,881,781	67,881,781	210,481,781	435,071,608	825,105,169	825,105,169	WASHINGTON		
OREGON	17,891,321	17,891,321	17,891,321	55,636,712	16,296,979	14,062,696	14,062,696	42,702,847	94,339,531	174,104,636	174,104,636	OREGON		
OREGON	17,891,321	17,891,321	17,891,321	55,636,712	16,296,979	14,062,696	14,062,696	42,702,847	94,339,531	174,104,636	174,104,636	OREGON		

FOR REMARKS AND NOTES SEE TABLE CMA-1





TRIPLE EARTH-SLIDE-CONTROL METHOD TO BE USED  
ON OHIO FEDERAL-AID PROJECT

CONTRIBUTED BY D. T. BROWN OF THE DIVISION OF DESIGN

(NOT FOR RELEASE)

A COMBINATION OF 3 METHODS FOR CONTROLLING AN EARTH SLIDE WILL BE USED IN THE CONSTRUCTION OF OHIO FEDERAL-AID PROJECT 534-A. AS SHOWN IN THE ATTACHED SKETCH, A RETAINING WALL WILL BE USED TO PREVENT THE EARTH FOUNDATION OF THE ROADWAY FROM SLIDING OVER UPON THE RAILROAD BELOW. ABOVE THE ROADWAY THREE ROWS OF PILING FORMED BY STEEL WELL-CASING FILLED WITH CONCRETE WILL BE SUNK THROUGH THE SLIDING LAYER INTO THE SOLID ROCK BENEATH. TO INSURE THE DRAINAGE OF THE IMPERVIOUS ROCK SURFACE UPON WHICH THE SLIDING MATERIAL MOVES, A 24-INCH VITRIFIED CLAY PIPE, FED AT INTERVALS WITH 12-INCH PERFORATED CORRUGATED IRON PIPE LATERALS, IS TO BE PLACED THE FULL LENGTH OF THE SLIDE FROM THE TOP TO THE FOOT OF THE SLOPE.

THE CONCRETE PILES ARE TO BE CONSTRUCTED IN PLACE. FIRST, HOLES WILL BE DRILLED IN THE PROPER LOCATION WITH A WELL DRILL, EXTENDING THROUGH THE EARTH SLIDE FOR 6 FEET INTO THE SOLID ROCK. STEEL-CASING PIPE WILL THEN BE DRIVEN INTO THE HOLES AND THREE ROUND-STEEL REINFORCING BARS WILL BE INSERTED IN THE PIPE WHICH WILL BE TAMPED FULL OF CONCRETE. THE COST OF THE PILES, IN PLACE, IS ESTIMATED AT \$2.00 PER LINEAL FOOT. THE RETAINING WALL AND DRAIN PIPES INVOLVE NO UNUSUAL CONSTRUCTION FEATURES.

THE ESTIMATED COST OF THIS SLIDE-CONTROL FEATURE IS AN INDICATION OF THE VALUE PLACED ON SLIDE CONTROL, IN THIS REGION WHERE EARTH SLIDES ARE PREVALENT. THE COST OF GRADING AND DRAINING THE PROJECT IS ESTIMATED AT \$76,000 PER MILE, OR \$380,000 FOR THE 4.9 MILES. THE ESTIMATED COST OF CONSTRUCTION OF THE SLIDE-CONTROL METHODS, ILLUSTRATED IN THE ATTACHED SKETCH, FOLLOWS:

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CHICAGO, ILL. 60637

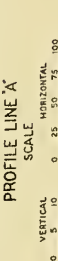
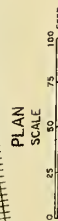
1967

THE UNIVERSITY OF CHICAGO  
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## PLAN AND PROFILE





DRAIN PIPE

620 LINEAL FEET OF 24-INCH VITRIFIED CLAY PIPE, IN PLACE, AT \$5.00 PER LINEAL FOOT - - - -	\$3,100
890 LINEAL FEET OF 12-INCH PERFORATED CORRUGATED IRON PIPE, IN PLACE, AT \$3.00 PER LINEAL FOOT - - - - -	2,670

CONCRETE PILING AND RETAINING WALL

3,780 LINEAL FEET OF 12-INCH STEEL-PIPE PILING, IN PLACE, AT \$2.00 PER LINEAL FOOT - - - -	7,560
52,400 POUNDS OF STEEL REINFORCEMENT AT \$.05 PER POUND - - - - -	2,620
514 CUBIC YARDS OF 1:5-1/2 CONCRETE, IN PLACE, AT \$17.00 PER CUBIC YARD - - - - -	8,738
336 SQUARE FEET OF 1/2-INCH PREMOULDED EXPANSION JOINT MATERIAL AT \$0.25 - - - - -	84
2,040 CUBIC YARDS OF EXCAVATION INCLUDING BACKFILL AT \$1.50 PER CUBIC YARD - - - - -	<u>3,060</u>
TOTAL	\$27,832





## LIP CURB FOR CONCRETE PAVEMENTS SUBMITTED BY 4 STATES

CONTRIBUTED BY ST. CLAIR T. THOMAS OF THE DIVISION OF DESIGN

(NOT FOR RELEASE)

LIP CURBS, TO PROTECT THE EARTH SHOULDERS OF CONCRETE PAVEMENTS FROM EROSION BY THE RUN OFF OF RAIN WATER, HAVE BEEN INCLUDED IN DESIGNS SUBMITTED FOR FEDERAL-AID PROJECTS, BY FOUR STATES - GEORGIA, ILLINOIS, IOWA, AND MINNESOTA, AS SHOWN IN THE ATTACHED CROSS SECTIONS. THE LIP CURB, OR EDGING, CONSTRUCTED ON THE TOP OF THE PAVEMENT, SERVES THE PURPOSE OF CARRYING THE RAIN WATER TO THE NEAREST OFFTAKE. IT DIFFERS FROM THE INTEGRAL CURB, OR THE CURB AND GUTTER, IN THAT IT IS SUITABLE ONLY FOR NORMAL RAINFALLS, AND THE HEIGHT - 2 TO 3 INCHES IN 8 TO 12 INCHES - IS NOT SUFFICIENT TO PREVENT TRAFFIC FROM RUNNING OVER THE EDGE OF THE PAVEMENT.

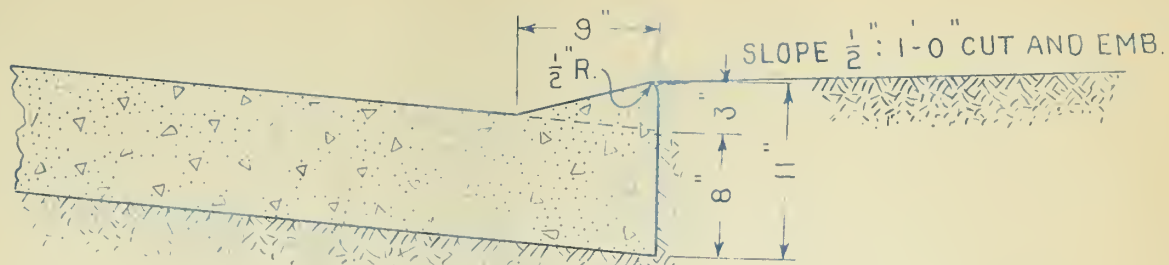
THE NECESSITY FOR LIP CURB IS DETERMINED BY THE CHARACTER OF THE SHOULDER MATERIAL AND THE GRADE OF THE PAVEMENT. IT IS USUALLY NOT REQUIRED IN THE HEAVIER SOILS, SUCH AS CLAY, WHICH DO NOT ERODE AS READILY AS SILT OR SAND. IOWA, WHERE THE LOESS SOIL ERODES READILY, WAS ONE OF THE FIRST STATES TO SUBMIT LIP CURB ON A FEDERAL-AID PROJECT.

THE LIP CURB IS CONSTRUCTED IMMEDIATELY AFTER THE PAVEMENT PROPER HAS BEEN FINISHED. FIRST THE ELEVATION OF THE TOP OF THE SIDE FORMS IS RAISED THE DESIRED AMOUNT, AND THEN THE EXTRA CONCRETE OF THE SAME MIX AS THE PAVEMENT IS SPREAD NEXT TO THE FORM, AND FINISHED TO THE PROPER CROSS SECTION WITH A FLOAT. IN GEORGIA THE CORNER IS ROUNDED WITH AN EDGING TOOL. SUITABLE OFFTAKES ARE BUILT, AT RIGHT ANGLES TO THE CENTER LINE OF THE ROADWAY WHERE THE GRADE IS NOT OVER 1-1/2 PER CENT, AND AT AN ANGLE OF 45 DEGREES WHEN THE GRADE EXCEEDS 1-1/2 PER CENT.

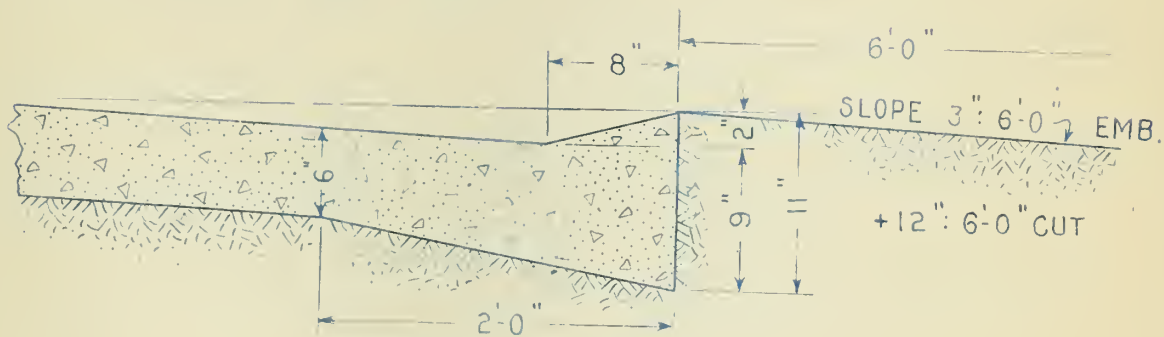
IN BOTH ILLINOIS AND GEORGIA THE UNIT FOR PAYMENT IS THE LINEAL FOOT OF LIP CURB. ON ONE PROJECT IN ILLINOIS THE PRICE WAS 10 CENTS, AND ON A JOB IN GEORGIA THE COST WAS 4 CENTS A LINEAL FOOT. IN MINNESOTA AND IOWA THE COST IS INCLUDED IN THE UNIT PRICE BID FOR THE CONCRETE PAVEMENT.



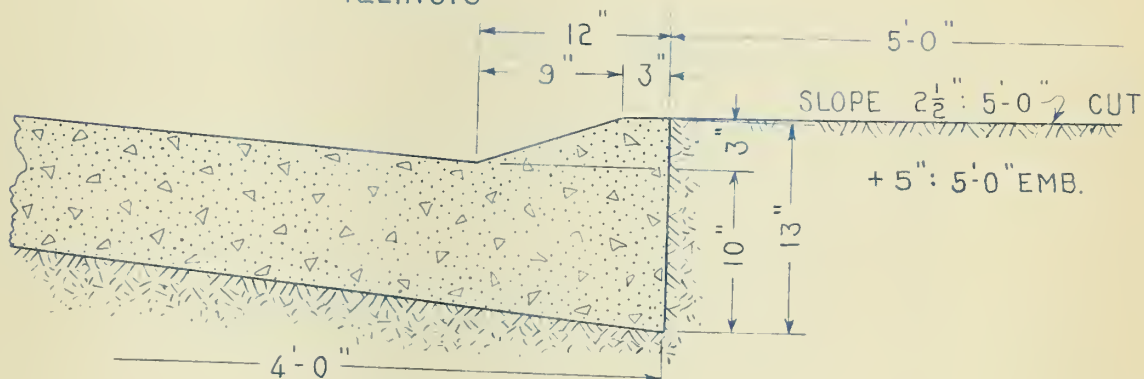




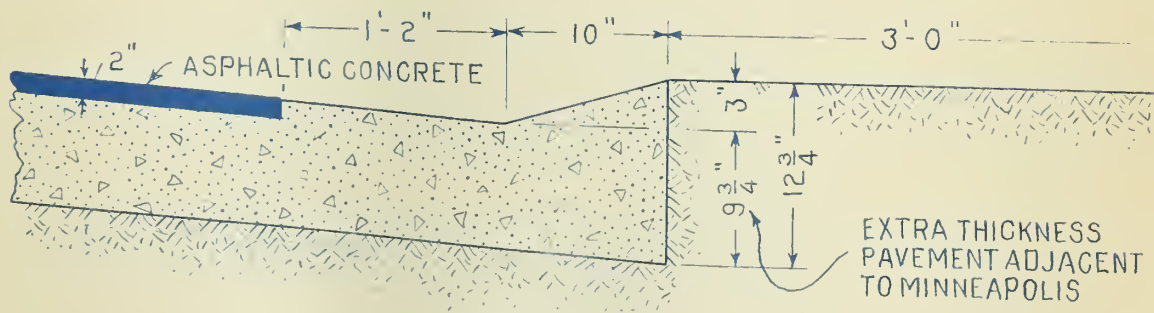
GEORGIA



ILLINOIS



IOWA



MINNESOTA

DESIGNS OF LIP CURBS FOR CONCRETE PAVEMENTS  
SUBMITTED BY GEORGIA, ILLINOIS, IOWA AND MINNESOTA

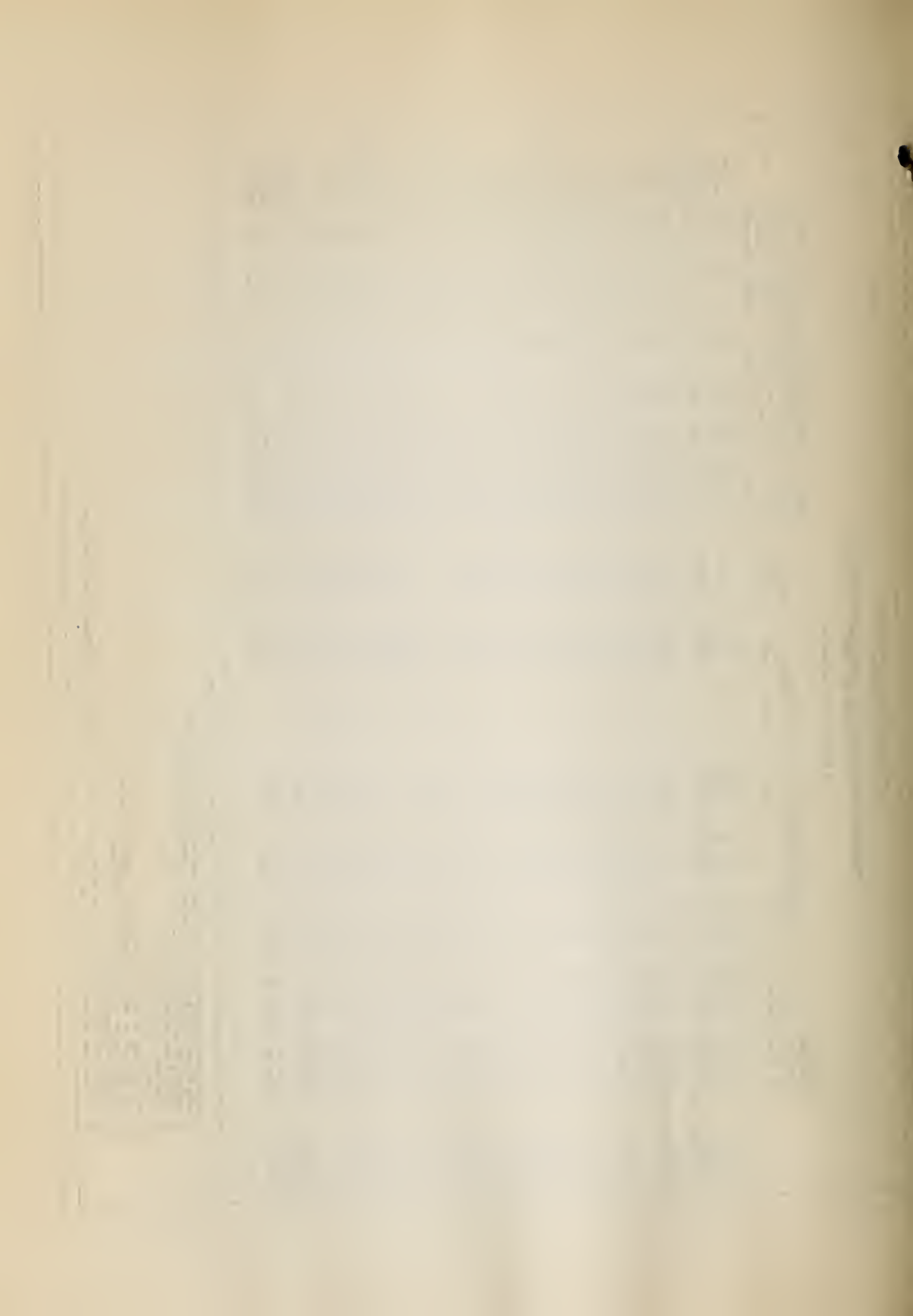


UNITED STATES DEPARTMENT OF AGRICULTURE  
BUREAU OF PUBLIC ROADS  
PROGRAM OF ESTIMATED STATE AND LOCAL HIGHWAY AND BRIDGE EXPENDITURES  
FOR CALENDAR YEAR - 1928  
(AS REPORTED BY STATE AUTHORITIES)

STATE	GRAND TOTAL EXPENDITURES (ESTIMATED)	TOTAL ON STATE AND LOCAL ROADS	PROBABLE EXPENDITURES BY STATE HIGHWAY DEPARTMENTS CONSTRUCTION EXPENDITURES AND BRIDGES	MAINTENANCE (1)	ROAD UPKEEP	RECONSTRUCTION	BRIDGES	RECONSTRUCTION	OVERHEAD (2)	PROBABLE EXPENDITURES ON ROADS AND BRIDGES BY LOCAL AUTHITIES	ESTIMATED ROAD MILEAGE TO BE BUILT BY STATE HIGHWAY DEPARTMENTS ON ROADS AND BRIDGES BY LOCAL AUTHITIES	TOTAL ESTIMATED ROAD MILEAGE TO BE BUILT BY STATE HIGHWAY DEPARTMENTS ON ROADS AND BRIDGES BY LOCAL AUTHITIES	STATES
ALABAMA	\$ 25,400,000	\$ 18,150,000	\$ 14,000,000	\$ 12,000,000	\$ 2,000,000	\$ 135,000	\$ 1,265,000	\$ 1,265,000	\$ 760,085	\$ 10,000,000	800	300	ALABAMA
ARIZONA	\$ 6,419,275	\$ 4,782,287	\$ 3,297,348	\$ 2,482,773	\$ 814,575	1,862	\$ 723,022	\$ 723,022	\$ 760,085	\$ 1,636,988	355	241	ARIZONA
ARKANSAS	\$ 33,500,000	\$ 20,500,000	\$ 28,000,000	\$ 23,000,000	\$ 5,000,000	-	2,600,000	2,600,000	2,600,000	\$ 3,000,000	1,540	700	ARKANSAS
CALIFORNIA	\$ 78,650,000	\$ 24,650,000	\$ 17,450,000	\$ 16,000,000	\$ 1,450,000	-	4,300,000	4,300,000	2,800,000	\$ 5,000,000	300	100	CALIFORNIA
COLORADO	\$ 11,170,300	\$ 8,170,800	\$ 6,359,000	\$ 5,000,000	\$ 1,359,000	-	1,400,000	1,400,000	231,500	\$ 3,000,000	300	100	COLORADO
CONNECTICUT	(4)	\$ 3,215,000	\$ 1,800,000	\$ 1,600,000	\$ 200,000	-	195,000	135,000	135,000	\$ 1,095,000	95	50	CONNECTICUT
DELAWARE	\$ 4,693,385	\$ 14,693,385	\$ 11,184,947	\$ 8,684,947	\$ 2,600,000	-	2,040,000	1,459,338	1,459,338	\$ 35,000,000	400	100	DELAWARE
FLORIDA	\$ 28,450,000	\$ 13,450,000	\$ 10,765,000	\$ 10,285,000	\$ 500,000	-	2,000,000	695,000	695,000	\$ 15,000,000	630	130	FLORIDA
GEORGIA	\$ 7,000,000	\$ 4,500,000	\$ 3,350,000	\$ 3,000,000	\$ 350,000	-	700,000	200,000	150,000	\$ 2,500,000	636	20	GEORGIA
IDAHO	\$ 42,110,407	\$ 14,478,407	\$ 10,160,000	\$ 36,150,000	\$ 4,000,000	-	2,750,000	1,900,000	1,900,000	\$ 29,500,000	11,600	400	IDAHO
ILLINOIS	\$ 74,300,000	\$ 44,800,000	\$ 40,160,000	\$ 36,150,000	\$ 4,000,000	-	3,595,000	1,900,000	1,900,000	\$ 29,500,000	11,600	400	ILLINOIS
INDIANA	\$ 52,500,000	\$ 33,500,000	\$ 28,000,000	\$ 25,000,000	\$ 3,000,000	-	4,000,000	1,500,000	1,500,000	\$ 19,000,000	11,425	500	INDIANA
IOWA	\$ 25,650,000	\$ 14,250,000	\$ 11,500,000	\$ 11,500,000	\$ 0	-	2,300,000	2,300,000	2,300,000	\$ 11,400,000	12,000	850	IOWA
KANSAS	\$ 19,450,000	\$ 14,000,000	\$ 10,350,000	\$ 8,500,000	\$ 1,850,000	-	2,750,000	900,000	900,000	\$ 4,250,000	550	250	KANSAS
KENTUCKY	\$ 12,275,000	\$ 9,575,000	\$ 6,250,000	\$ 5,750,000	\$ 500,000	-	2,700,000	1,000,000	1,000,000	\$ 3,500,000	400	100	KENTUCKY
LOUISIANA	\$ 12,275,000	\$ 9,575,000	\$ 6,250,000	\$ 5,750,000	\$ 500,000	-	2,700,000	1,000,000	1,000,000	\$ 3,500,000	400	100	LOUISIANA
MARYLAND	\$ 11,702,000	\$ 8,702,000	\$ 4,030,000	\$ 2,210,000	\$ 820,000	2,685	4,169,316	500,000	500,000	\$ 2,500,000	125	45	MARYLAND
MASSACHUSETTS	\$ 13,790,000	\$ 11,290,000	\$ 3,500,000	\$ 3,050,000	\$ 450,000	-	5,300,000	290,000	290,000	\$ 2,500,000	260	60	MASSACHUSETTS
MICHIGAN	\$ 53,630,000	\$ 23,630,000	\$ 17,000,000	\$ 14,000,000	\$ 3,000,000	-	5,380,000	1,250,000	1,250,000	\$ 30,000,000	1,425	50	MICHIGAN
MINNESOTA	\$ 32,275,000	\$ 14,775,000	\$ 9,800,000	\$ 8,800,000	\$ 1,000,000	-	4,500,000	475,000	475,000	\$ 17,500,000	758	300	MINNESOTA
MISSISSIPPI	\$ 6,675,000	\$ 5,175,000	\$ 3,000,000	\$ 2,000,000	\$ 1,000,000	-	1,900,000	175,000	175,000	\$ 1,500,000	220	100	MISSISSIPPI
MISSOURI	\$ 28,742,900	\$ 18,742,900	\$ 14,858,900	\$ 13,088,900	\$ 1,800,000	-	2,784,000	1,100,000	1,100,000	\$ 10,000,000	829	472	MISSOURI
MONTANA	\$ 9,925,000	\$ 4,825,000	\$ 3,760,000	\$ 3,140,000	\$ 620,000	-	470,000	595,000	595,000	\$ 5,000,000	257	236	MONTANA
NEBRASKA	\$ 14,320,000	\$ 4,320,000	\$ 2,000,000	\$ 1,750,000	\$ 250,000	-	2,280,000	20,000	20,000	\$ 10,000,000	600	250	NEBRASKA
NEVADA	\$ 2,259,039	\$ 1,709,039	\$ 1,138,119	\$ 1,078,118	\$ 60,000	-	375,921	195,000	195,000	\$ 550,000	257	174	NEVADA
NEW HAMPSHIRE	\$ 53,765,000	\$ 3,765,000	\$ 2,415,000	\$ 2,315,000	\$ 100,000	(9)	4,000,000	2,000,000	2,000,000	\$ 3,000,000	110	75	NEW HAMPSHIRE
NEW JERSEY	\$ 5,685,000	\$ 3,685,000	\$ 2,435,000	\$ 2,335,000	\$ 100,000	(6)	4,000,000	2,000,000	2,000,000	\$ 3,000,000	110	75	NEW JERSEY
NEW MEXICO	\$ 134,688,713	\$ 94,688,713	\$ 86,188,713	\$ 81,188,713	\$ 5,000,000	-	8,500,000	210,000	210,000	\$ 40,000,000	1,487	246	NEW MEXICO
NEW YORK	\$ 42,300,000	\$ 26,300,000	\$ 22,100,000	\$ 19,600,000	\$ 2,500,000	-	3,200,000	883,075	883,075	\$ 17,000,000	1,250	150	NEW YORK
NORTH CAROLINA	\$ 10,077,737	\$ 5,707,737	\$ 4,586,830	\$ 3,913,330	\$ 673,500	-	3,200,000	200,000	200,000	\$ 4,370,000	519	460	NORTH CAROLINA
NORTH DAKOTA	\$ 65,200,000	\$ 32,200,000	\$ 22,700,000	\$ 22,700,000	\$ 0	-	9,500,000	875,000	875,000	\$ 37,000,000	900	300	NORTH DAKOTA
OHIO	\$ 22,000,000	\$ 12,000,000	\$ 9,000,000	\$ 7,275,000	\$ 1,725,000	-	2,300,000	300,000	300,000	\$ 9,500,000	545	360	OHIO
OKLAHOMA	\$ 14,000,000	\$ 7,000,000	\$ 2,600,000	\$ 2,200,000	\$ 400,000	-	3,800,000	600,000	600,000	\$ 7,000,000	130	105	OKLAHOMA
OREGON	\$ 91,000,000	\$ 61,000,000	\$ 25,000,000	\$ 26,000,000	\$ 0	-	18,000,000	7,000,000	7,000,000	\$ 40,000,000	875	255	OREGON
PENNSYLVANIA	\$ 7,100,000	\$ 6,100,000	\$ 5,100,000	\$ 3,600,000	\$ 1,500,000	-	850,000	200,000	200,000	\$ 950,000	40	40	PENNSYLVANIA
RHODE ISLAND	\$ 21,300,000	\$ 19,000,000	\$ 16,000,000	\$ 15,000,000	\$ 1,000,000	-	2,300,000	300,000	300,000	\$ 2,500,000	800	50	RHODE ISLAND
SOUTH CAROLINA	\$ 9,500,000	\$ 4,000,000	\$ 2,420,000	\$ 2,170,000	\$ 250,000	-	2,750,000	975,000	975,000	\$ 3,300,000	407	150	SOUTH CAROLINA
SOUTH DAKOTA	\$ 31,550,000	\$ 22,550,000	\$ 15,750,000	\$ 10,750,000	\$ 5,000,000	-	2,500,000	1,350,000	1,350,000	\$ 9,000,000	570	420	SOUTH DAKOTA
TENNESSEE	\$ 3,000,000	\$ 2,000,000	\$ 1,000,000	\$ 7,000,000	\$ 3,000,000	-	4,000,000	1,078,000	1,078,000	\$ 15,000,000	800	400	TENNESSEE
TEXAS	\$ 3,925,000	\$ 2,925,000	\$ 1,925,000	\$ 1,475,000	\$ 450,000	-	800,000	275,000	275,000	\$ 1,200,000	148	140	TEXAS
UTAH	\$ 4,500,000	\$ 3,500,000	\$ 1,700,000	\$ 1,475,000	\$ 225,000	-	3,463,750	297,000	297,000	\$ 7,000,000	111	125	UTAH
VERMONT	\$ 19,457,750	\$ 12,457,750	\$ 8,697,000	\$ 8,133,000	\$ 564,000	-	1,400,000	297,000	297,000	\$ 10,000,000	288	116	VERMONT
VIRGINIA	\$ 22,000,000	\$ 12,000,000	\$ 10,600,000	\$ 9,100,000	\$ 1,500,000	-	4,610,000	165,000	165,000	\$ 14,250,000	1,446	111	VIRGINIA
WASHINGTON	(4)	\$ 33,692,000	\$ 19,439,000	\$ 14,664,000	\$ 1,664,000	-	4,610,000	165,000	165,000	\$ 14,250,000	1,446	111	WASHINGTON
WEST VIRGINIA	\$ 3,656,000	\$ 2,756,000	\$ 1,860,000	\$ 1,450,000	\$ 400,000	-	670,000	226,000	226,000	\$ 900,000	400	184	WEST VIRGINIA
WISCONSIN	\$ 3,656,000	\$ 2,756,000	\$ 1,860,000	\$ 1,450,000	\$ 400,000	-	670,000	226,000	226,000	\$ 900,000	400	184	WISCONSIN
WYOMING	\$ 3,656,000	\$ 2,756,000	\$ 1,860,000	\$ 1,450,000	\$ 400,000	-	670,000	226,000	226,000	\$ 900,000	400	184	WYOMING
TOTALS (12)													TOTALS

REMARKS:- ROAD BOND PAYMENTS EXCLUDED IN ABOVE EXPENDITURES. THE ESTIMATES ARE GENERALLY CONSERVATIVE.

- NOTES:-
- (1) STATES REPORTING RECONSTRUCTION OF ROAD COSTS UNDER MAINTENANCE ARE SO SHOWN HERE.
  - (2) WHERE NO ENTRY IS SHOWN, OVERHEAD IS INCLUDED IN CONSTRUCTION AND MAINTENANCE.
  - (3) INCLUDES SOME EARTH IMPROVED MILEAGE.
  - (4) NO ROAD PROGRAM ESTIMATES AVAILABLE.
  - (5) OVERS ONLY WIDENING OF EXISTING ROADS.
  - (6) INCLUDED WITH ROAD CONSTRUCTION.
  - (7) ESTIMATES BASED ON 1928 ROAD SURVEY DATA.
  - (8) ALSO 8000 MILES OF TOWN RAYS ARE MAINTAINED IN COOPERATION WITH TOWNS.
  - (9) INCLUDES \$3,000,000 FOR REPLACEMENTS DUE TO 1927 FLOOD.
  - (10) INCLUDES STATE PARKWAY MILEAGE.
  - (11) NO MILEAGE REPORTED, BUT 59% OF CONSTRUCTION EXPENDITURES TO BE ON HARD PAVEMENTS AND 25% ON INTERMEDIATE GRADE SURFACING.
  - (12) NO TOTALS SHOWN, ON ACCOUNT OF OMISSION OF TWO STATES.





PROGRESS OF FEDERAL HIGHWAY LEGISLATION

(NOT FOR RELEASE)

NEW BILLS INTRODUCED IN CONGRESS SINCE THE LAST ISSUE OF THE NEWS LETTER AND FURTHER ACTION ON BILLS PREVIOUSLY INTRODUCED ARE SUMMARIZED BELOW:

H. R. 4625. - INTRODUCED IN THE HOUSE ON DECEMBER 5, BY R. W. MOORE OF VIRGINIA, AND DESCRIBED IN THE DECEMBER, 1927, NEWS LETTER. THIS IS THE AUTHORIZATION BILL FOR THE MOUNT VERNON MEMORIAL HIGHWAY. IT WAS REPORTED OUT FAVORABLY BY THE COMMITTEE ON ROADS ON MARCH 28, 1928.

H. R. 8269. - SIGNED BY THE PRESIDENT ON FEBRUARY 2, 1928. INCLUDES AN APPROPRIATION OF \$3,000, AS DESCRIBED IN THE JANUARY, 1928, NEWS LETTER, TO PAY THE QUOTA OF THE UNITED STATES IN THE PERMANENT ASSOCIATION OF INTERNATIONAL ROAD CONGRESSES.

H. R. 9136. - THIS IS THE APPROPRIATION BILL FOR THE DEPARTMENT OF INTERIOR FOR THE FISCAL YEAR ENDING JUNE 30, 1929. IT HAS BEEN PASSED BY BOTH HOUSES OF CONGRESS AND WAS SIGNED BY THE PRESIDENT ON MARCH 7, 1928, BECOMING PUBLIC - NO. 100. THE BILL INCLUDES THE APPROPRIATIONS AND PROVISIONS FOR NATIONAL PARK ROADS DESCRIBED IN THE LAST NEWS LETTER.

H. R. 9767. - AUTHORIZES AN APPROPRIATION OF \$2,654,000 FOR THE RELIEF OF VERMONT ON ACCOUNT OF THE DESTRUCTION OF ROADS AND BRIDGES BY THE RECENT FLOOD, AS DESCRIBED IN THE FEBRUARY, 1928, NEWS LETTER. THIS APPROPRIATION WAS INCLUDED IN THE AGRICULTURAL APPROPRIATION BILL, AS AN AMENDMENT, ON MARCH 29, 1928.

H. R. 10565. - AUTHORIZES AN APPROPRIATION OF \$1,831,794 FOR THE RELIEF OF KENTUCKY ON ACCOUNT OF THE DESTRUCTION OF ROADS AND BRIDGES BY THE RECENT FLOOD, AS DESCRIBED IN THE FEBRUARY, 1928, NEWS LETTER. THIS APPROPRIATION WAS INCLUDED IN THE AGRICULTURAL APPROPRIATION BILL, AS AN AMENDMENT, ON MARCH 29, 1928.

H. R. 10864. - AUTHORIZES AN APPROPRIATION OF \$653,300 FOR THE RELIEF OF NEW HAMPSHIRE ON ACCOUNT OF THE DESTRUCTION OF ROADS AND BRIDGES BY THE RECENT FLOOD, AS DESCRIBED IN THE FEBRUARY, 1928, NEWS LETTER. THIS APPROPRIATION WAS INCLUDED IN THE AGRICULTURAL APPROPRIATION BILL, AS AN AMENDMENT, ON MARCH 29, 1928.

1941

THE FIRST OF THE MONTH OF JANUARY 1941  
WAS A DAY OF GREAT IMPORTANCE  
IN THE HISTORY OF THE NATION  
AND THE PEOPLE OF THE NATION  
WAS FULLY AWARE OF THE IMPORTANCE  
OF THE DAY.

THE SECOND OF THE MONTH OF JANUARY 1941  
WAS A DAY OF GREAT IMPORTANCE  
IN THE HISTORY OF THE NATION  
AND THE PEOPLE OF THE NATION  
WAS FULLY AWARE OF THE IMPORTANCE  
OF THE DAY.

THE THIRD OF THE MONTH OF JANUARY 1941  
WAS A DAY OF GREAT IMPORTANCE  
IN THE HISTORY OF THE NATION  
AND THE PEOPLE OF THE NATION  
WAS FULLY AWARE OF THE IMPORTANCE  
OF THE DAY.

THE FOURTH OF THE MONTH OF JANUARY 1941  
WAS A DAY OF GREAT IMPORTANCE  
IN THE HISTORY OF THE NATION  
AND THE PEOPLE OF THE NATION  
WAS FULLY AWARE OF THE IMPORTANCE  
OF THE DAY.

THE FIFTH OF THE MONTH OF JANUARY 1941  
WAS A DAY OF GREAT IMPORTANCE  
IN THE HISTORY OF THE NATION  
AND THE PEOPLE OF THE NATION  
WAS FULLY AWARE OF THE IMPORTANCE  
OF THE DAY.

THE SIXTH OF THE MONTH OF JANUARY 1941  
WAS A DAY OF GREAT IMPORTANCE  
IN THE HISTORY OF THE NATION  
AND THE PEOPLE OF THE NATION  
WAS FULLY AWARE OF THE IMPORTANCE  
OF THE DAY.

THE SEVENTH OF THE MONTH OF JANUARY 1941  
WAS A DAY OF GREAT IMPORTANCE  
IN THE HISTORY OF THE NATION  
AND THE PEOPLE OF THE NATION  
WAS FULLY AWARE OF THE IMPORTANCE  
OF THE DAY.



H. R. 12380. - INTRODUCED IN THE HOUSE ON MARCH 24, BY J. S. PARKER OF NEW YORK, AND REFERRED TO THE COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE. PROVIDES FOR THE REGULATION OF MOTOR VEHICLES OPERATING IN INTERSTATE COMMERCE AS COMMON CARRIERS OF PERSONS ON THE PUBLIC HIGHWAYS. PROVIDES THAT STATE BOARDS SHALL ADMINISTER THE ACT, WHERE THEY EXIST; OTHERWISE THE INTERSTATE COMMERCE COMMISSION SHALL FUNCTION. PROVIDES THAT NO PERSON SHALL ENGAGE IN INTERSTATE COMMERCE WITH MOTOR VEHICLES UNTIL A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY HAS BEEN OBTAINED, AFTER HAVING FILED A SPECIFIED APPLICATION. THE APPLICANT MOTOR CARRIER MUST ALSO FILE A BOND, WITH THE BOARD OR COMMISSION, BINDING HIMSELF TO PAY DAMAGES ARISING OUT OF THE DEATH OR INJURY OF PERSONS OR PROPERTY. PROVIDES THAT RATES AND FARES SHALL BE JUST AND REASONABLE AS DETERMINED BY THE BOARD OR COMMISSION. PROVIDES THAT THE BOARD OR COMMISSION SHALL HAVE AUTHORITY TO REQUIRE CONTINUOUS AND ADEQUATE SERVICE AT JUST AND REASONABLE RATES. PROVIDES THAT WHERE A CONTROVERTED QUESTION INVOLVES TWO OR MORE STATES THAT THE SEVERAL BOARDS IN SESSION MAY DECIDE THE MATTER. PROVIDES FOR THE CREATION OF A JOINT BOARD FROM REPRESENTATIVES OF THE SEVERAL STATE BOARDS TO DECIDE ON MATTERS OTHER THAN RATES. PROVIDES FOR APPEALS FROM THE DECISION OF A STATE BOARD OR THE JOINT BOARD TO THE INTERSTATE COMMERCE COMMISSION. PROVIDES FOR THE SERVICE OF ORDERS OF THE BOARDS UPON INTERSTATE MOTOR CARRIERS, PROVIDES A FINE OF \$100 FOR THE FIRST OFFENSE AND A FINE OF NOT MORE THAN \$500 FOR SUBSEQUENT VIOLATIONS OF THE ORDERS OF THE BOARD OR COMMISSION. PROVIDES THAT THE ACT SHALL NOT BE CONSTRUED TO AFFECT INTERSTATE COMMERCE BY MOTOR CARRIERS. THESE ARE SUBJECT ONLY TO STATE LAWS AND SUPERVISION.

H. R. 12385. - INTRODUCED IN THE HOUSE ON MARCH 24, BY D. B. COLTON OF UTAH, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR CERTAIN AMENDMENTS TO THE EXISTING FEDERAL-AID ROAD LEGISLATION. PROVIDES THAT PARAGRAPH 4, SECTION 4 OF THE POST OFFICE APPROPRIATION BILL FOR THE FISCAL YEAR ENDING JUNE 30, 1923, PRESCRIBING LIMITATIONS ON THE PAYMENTS OF FEDERAL FUNDS PER MILE, SHALL BE SO AMENDED THAT THE FEDERAL SHARE SHALL IN NO CASE EXCEED 50 PER CENT OF THE TOTAL COST OF THE PROJECT EXCEPT AS AUTHORIZED TO BE INCREASED IN THE PUBLIC-LAND STATES. PROVIDES THAT PARAGRAPH 6 OF THE FEDERAL HIGHWAY ACT, APPROVED NOVEMBER 9, 1921, REQUIRING THAT NOT MORE THAN 60 PER CENT OF THE FEDERAL AID ALLOTTED TO ANY STATE SHALL BE EXPENDED UPON THE PRIMARY ROADS, AS FURTHER QUALIFIED, SHALL BE REPEALED. PROVIDES FOR THE FURTHER AMENDMENT OF SECTION 11 OF THE FEDERAL HIGHWAY ACT, APPROVED NOVEMBER 9, 1921, SO THAT FEDERAL AID MAY BE GRANTED UP TO ONE HUNDRED PER CENT OF THE COST OF THE PROJECT



ON CERTAIN ROADS IN THE PUBLIC-LAND STATES, PROVIDED THE STATE SHALL ALLOCATE DURING THE SAME FISCAL YEAR, UPON SOME OTHER FEDERAL-AID PROJECT, THE AMOUNT IT WOULD ORDINARILY HAVE BEEN REQUIRED TO SPEND ON THE 100-PER CENT PROJECT. PROVIDES FOR THE PLANTING AND MAINTENANCE OF SHADE TREES UPON APPROVED SECTIONS OF THE FEDERAL-AID HIGHWAY SYSTEM. PROVIDES THAT THE TOTAL MILEAGE OF THE FEDERAL-AID HIGHWAY SYSTEM IN A STATE MAY EXCEED 7 PER CENT OF THE TOTAL MILEAGE IN THE STATE, BY THE MILEAGE OF ROADS IN THE SYSTEM WITHIN FEDERAL RESERVATIONS. PROVIDES THAT FEDERAL FUNDS MAY BE EXPENDED ON THAT PORTION OF A HIGHWAY OR STREET WITHIN A MUNICIPALITY HAVING A POPULATION OF 2,500 OR MORE, ALONG WHICH, FROM A POINT ON THE CORPORATE LIMITS INWARDLY, THE HOUSES AVERAGE MORE THAN 200 FEET APART: PROVIDED, THAT NO FEDERAL FUNDS SHALL BE EXPENDED FOR THE CONSTRUCTION OF ANY BRIDGE WITHIN OR PARTLY WITHIN ANY MUNICIPALITY HAVING A POPULATION OF MORE THAN 30,000 AS SHOWN BY THE LATEST AVAILABLE FEDERAL OR STATE CENSUS; BUT THIS LIMITATION SHALL NOT APPLY IN THE CASE OF AN INTERSTATE BRIDGE, INCLUDING APPROACHES, CONNECTING SUCH MUNICIPALITY IN ONE STATE WITH A POINT IN AN ADJOINING STATE WHICH MAY BE WITHIN A MUNICIPALITY HAVING A POPULATION OF NOT MORE THAN 10,000. PROVIDES THAT ALL ACTS OR PARTS OF ACTS INCONSISTENT WITH THE PROVISIONS OF THIS ACT SHALL BE REPEALED.

H. J. RES. 107. - THIS RESOLUTION WAS DESCRIBED IN THE FEBRUARY, 1928, NEWS LETTER. S. J. RES. 31 WAS SUBSTITUTED FOR THIS BILL, PASSED, AND SIGNED BY THE PRESIDENT, ON MARCH 29, 1928.

H. J. RES. 108. - THIS RESOLUTION WAS DESCRIBED IN THE FEBRUARY, 1928, NEWS LETTER. S. J. RES. 30 WAS SUBSTITUTED FOR THIS BILL, PASSED, AND SIGNED BY THE PRESIDENT ON APRIL 4, 1928.

H. J. RES. 252. - INTRODUCED IN THE HOUSE ON MARCH 27, BY C. COLE OF IOWA, AND REFERRED TO THE COMMITTEE ON FOREIGN AFFAIRS. AUTHORIZES THE ASSISTANCE OF THE UNITED STATES GOVERNMENT IN THE CONSTRUCTION OF AN INTER-AMERICAN HIGHWAY IN THE WESTERN HEMISPHERE.

H. J. RES. 256. - INTRODUCED IN THE HOUSE ON MARCH 28, BY W. J. SEARS OF FLORIDA AND REFERRED TO THE COMMITTEE ON ROADS: AUTHORIZES THE BUREAU TO MAKE A SURVEY TO DETERMINE THE COST OF CERTAIN BRIDGES ON UNITED STATES ROUTE 1, AND ITS EXTENSION FROM THE FLORIDA MAINLAND TO KEY WEST. A SIMILAR BILL - H. RES. 117 - WAS DESCRIBED IN THE LAST NEWS LETTER.

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H. J. RES. 259. - INTRODUCED IN THE HOUSE ON APRIL 2, BY C. J. MCLEOD OF MICHIGAN, AND REFERRED TO THE COMMITTEE ON FOREIGN AFFAIRS. AUTHORIZES THE ASSISTANCE OF THE UNITED STATES GOVERNMENT IN THE CONSTRUCTION OF AN INTER-AMERICAN HIGHWAY IN THE WESTERN HEMISPHERE.

H. RES. 117. - THIS BILL WAS DESCRIBED IN THE LAST ISSUE OF THE NEWS LETTER. IT WAS REPORTED OUT ON MARCH 27, 1928, BY THE COMMITTEE ON ROADS WITH AN AMENDMENT ELIMINATING THE CLAUSE ENDORSING THE CONSTRUCTION OF THE BRIDGES BY THE GOVERNMENT, THUS LIMITING THE WORK OF THE BUREAU TO A SURVEY AND ESTIMATE OF THE COST OF THE WORK.

S. 1718. - THIS BILL WAS DESCRIBED IN THE DECEMBER, 1927, NEWS LETTER. IT WAS REPORTED OUT WITHOUT AMENDMENT ON APRIL 13, 1928, BY THE SENATE COMMITTEE ON POST OFFICES AND POST ROADS.

S. 2699. - THIS BILL WAS DESCRIBED IN THE FEBRUARY, 1928, NEWS LETTER. IT IS SIMILAR TO H. R. 9767 DESCRIBED ABOVE. ON MARCH 3, 1928, THIS APPROPRIATION WAS INCLUDED AS AN AMENDMENT TO THE AGRICULTURAL APPROPRIATION BILL.

S. 3674. - INTRODUCED IN THE HOUSE ON MARCH 19, BY T. L. ODDIE OF NEVADA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AMENDS EXISTING FEDERAL-AID ROAD LEGISLATION AND AUTHORIZES AN APPROPRIATION OF \$3,500,000 FOR EACH OF THE FISCAL YEARS 1929, 1930, AND 1931, FOR THE CONSTRUCTION OF ROADS ON THE FEDERAL-AID SYSTEM IN THE PUBLIC-LAND STATES. THESE SUMS ARE IN ADDITION TO THE OTHER FEDERAL AID AUTHORIZED TO BE APPROPRIATED, AND NO CONTRIBUTION FROM THE STATES SHALL BE REQUIRED IN THE EXPENDITURE THEREOF. ON APRIL 13, THIS BILL WAS REPORTED OUT FROM THE COMMITTEE WITHOUT AMENDMENT.

S. 3874. - INTRODUCED IN THE SENATE ON APRIL 3, BY T. J. WALSH OF MONTANA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AUTHORIZES AN APPROPRIATION OF \$1,943,200 FOR THE CONSTRUCTION OF A HIGHWAY FROM RED LODGE, MONTANA, TO THE BOUNDARY OF YELLOWSTONE NATIONAL PARK NEAR COOKE CITY.

S. 3992. - INTRODUCED IN THE SENATE ON APRIL 9, BY J. E. WATSON OF INDIANA, AND REFERRED TO THE COMMITTEE ON INTERSTATE COMMERCE. THIS BILL IS IDENTICAL WITH H. R. 12380 AS DESCRIBED ABOVE.

S. J. RES. 30. - THIS BILL WAS DESCRIBED IN THE DECEMBER, 1927, NEWS LETTER. IT WAS SIGNED BY THE PRESIDENT ON APRIL 4, 1928, AND IS NOW PUBLIC RESOLUTION 24.





S. J. RES. 31. - THIS BILL WAS DESCRIBED IN THE DECEMBER, 1927, NEWS LETTER. IT WAS SIGNED BY THE PRESIDENT ON APRIL 29, 1928, AND IS NOW PUBLIC RESOLUTION 18.

